

JUNE 1976

THE TRAIN DISPATCHER



Trainload of welded rail on L&N's main line, Birmingham Division. The L&N says there's enough rail on this cut of cars to lay about eight miles of track.

L&N Railroad photo

The TRAIN DISPATCHER

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Checks issued for advertising in our publication are to be made payable to the Association only. All standard railroad labor organizations are interested in eliminating unauthorized and fraudulent solicitations in the name of railroad labor.

THE PRESIDENT'S PAGE

By Charles R. Pfennig, President



November may still seem a long way off on your calendar, but politically it is just around the corner.

There is hardly enough time before November to learn all that should be known about the issues and candidates; yet, during the forthcoming months, decisions will have to be made on almost a daily basis. The primaries will take place in almost every state, primaries that will probably determine the nominees of our two major political parties. And certainly during these months there will always be the constant and crucial need to register the potential voters.

In November we will elect a President and a Congress with the responsibility of steering our nation in the years ahead. We will elect governors, mayors and state and local legislators who will make the day-to-day governmental decisions that directly affect our lives.

This time we must elect men and women who will adopt programs to get America moving again; and first and foremost, this means candidates pledged to full employment and an expanding economy without another round of double digit inflation. It also means candidates who will support genuine tax reform and who will work for fair and reasonable health, safety, environmental, and consumer protection. We must elect candidates who will work toward a strong and secure America without jeopardizing our hard won traditional liberties, and without retreating from our pursuit of a fair and decent life for every American, both of which constitute the very foundation of our strength.

The issues in this year's elections will be as important as always, but so will questions concerning the basic character and affirmative leadership qualities of the candidates. It will be difficult, but we must try to judge the fundamental honesty, genuine commitment, and real character of the candidates. Promises are easy to make and too easily broken. We will be attracted to demagogic appeals to our meaner instincts, or simplistic sloganeering, only at the peril of our nation.

Proponents of negativism, those who are against everything and for nothing, must be shunned. It may be momentarily amusing to deride pointy-headed bureaucrats, but remember, while you are chuckling, that the intent of those who make these gibes is to dismantle, not improve, the

valuable and desirable public programs administered by these government employees; programs such as Social Security, Railroad Retirement, minimum wage, job health and safety, medical research, school lunches, antimonopoly efforts, pollution control, and so many more.

While government—which in a representative democracy means the elected representatives of those of us who take the interest to participate—cannot remedy all of our problems, which of our institutions more readily bends to our democratic will or is in better position to make a positive contribution? Let's look to those who would improve what we have built over 200 years, not to those who would demean and destroy it.

The American Train Dispatchers Association has never taken a position as to which party or which candidate is the best to vote for. We think we represent people who are perfectly capable of making that kind of decision. We have, however, urged that each and every one of you get out and vote for the candidate of your choice. Let's improve the record this year. Register and vote. Remember, the government we get is the government we deserve.

A Letter from B. Franklin

In 1784, Benjamin Franklin wrote the following letter to Benjamin Webb:

"Dear Sir: "Your situation grieves me and I send you herewith a banknote for ten louis d'or. I do not pretend to give such a sum; I only lend it to you. When you shall return to your country, you cannot fail of getting into some business that will in time enable you to pay all your debts. In that case, when you meet with another honest man in similar distress, you must pay me by lending the sum to him, enjoining him to discharge the debt by a like operation when he shall be able and shall meet with such another opportunity. I hope it may thus go through many hands before it meets with a knave that will stop its progress. This is a trick of mine for doing a deal of good with a little money. I am not rich enough to afford much in good works, and so am obliged to be cunning and make the most of a little. With best wishes for your future prosperity, I am, dear sir, your most obedient servant."

"B Franklin"

safety first: or is it?

By D. V. Chandler, Vice President A.T.D.A.



Train Dispatchers are often encouraged, either by management or an existing situation, to avoid strict compliance with certain rules, and in so doing subject themselves to discipline by management, possibly to avoid payment for the days service.

Rule 80 of the Uniform Code of Operating Rules and

Rule 6 of the Instructions to Train Dispatchers read, in pertinent part, as follows:

"When a member of train, engine or yard crew communicates with train dispatcher..., he will give his name, occupation, location and train and engine number, and will repeat back the instructions received."

"When a train or engine man communicates with the train dispatcher... after train or engine has been stopped by a Stop indication, proper identification of employee communicating must be required according to rule."

SITUATION: A train is stopped at a signal, a crew member so advises the dispatcher as follows: "Hey Frank, we got a red one at the Gulch." The dispatcher, knowing the location of the train and recognizing the voice of the crew member, replies as follows: "OK, George, there is no opposing train in the block." The train proceeds and derails. An investigation is called and the dispatcher is cited as a principal. During the investigation the above conversation is entered in the transcript.

RESULT: The train dispatcher is disciplined for violating Rule 6 of the Instructions. He loses a day's pay for attending the investigation and his Personal Record contains the notice of discipline. The dispatcher may also be advised, as was done in a recent similar situation, "If you violate this rule again, I will use this opportunity to inform you that the discipline will be much more severe than it was in this past instance."

QUESTION: Is strict compliance with this rule demanded only in instances involving an investigation? May you require strict compliance with Rule 80 without subjecting yourself to charges of harassing the crew members and the resultant undesired recognition?

Always put off till tomorrow what you're going to make a mess of today.

legal notices

DUES 1976 — LAST HALF OR THIRD QUARTER

Active dues for the last-half or for the third-quarter of 1976 are due and payable on July 1, 1976, by active members who elected to pay semi-annually or quarterly. Active dues for the last-half of 1976 are \$85.00, plus the amount of System dues as established by the System Committee on the member's road. Quarterly dues for the third-quarter of 1976 are \$42.50, plus the amount of system dues as established by the System Committee on the member's road. System dues in the proper amount must accompany National dues and are to be remitted to the Secretary-Treasurer at National Headquarters, who will thereafter refund the System dues portion to the system fund custodian on the member's road.

TIME LIMIT FOR PAYING DUES

Your attention is directed to the Constitution and By-Laws, Article II, Section 7 thereof establishes time limits for payment of dues as follows:

"Members who fail to pay dues, both National and System, within one calendar month from the beginning of the calendar year, or in the case of members who have elected to pay dues semi-annually or quarterly, within one calendar month from the beginning of each semi-annually or quarterly period, will be considered delinquent and will be so notified by the Secretary-Treasurer. The failure of the Secretary-Treasurer to notify such delinquent member will not constitute an excuse not to pay dues."

Active members owing dues payments for the last-half or for the third quarter of the year do not have 60 days within which to make such payments. Dues must be paid during the month of JULY to maintain membership in good standing.

EXTRA TRAIN DISPATCHERS — ACTIVE-EXTRA MEMBERSHIPS

Extra train dispatchers promoted from the T.C.E.U. group, or other non-operating craft, wishing to maintain Active-Extra membership in the Association may do so, but with the clear understanding that such membership is on a voluntary basis only and does not excuse them of any obligation they may be under to make dues payments to the T.C.E.U. or other craft, under an effective union security agreement.

An extra train dispatcher acquiring regular (permanent) assignment as train dispatcher on roads where a union security agreement is in effect is required to establish Active membership in the Association as of the month in which regular (permanent) train dispatching assignment is obtained and thereafter, but he is not thereafter required to maintain membership in

the T.C.E.U. or other non-operating craft unless he wishes to do so on a voluntary basis.

There are exceptions to the above general conditions on certain roads and in certain situations, so if question should arise involving a specific situation upon which further information is desired, please write the Secretary-Treasurer at the National Headquarters giving full details.

Active-Extra members may also pay dues on a quarterly basis if they so desire. *National dues for Active-Extra members are one-half the amount of the Active dues.*

Psychics Predict Dire Happenings for Pres. Ford

According to an exclusive interview in *National Enquirer*, America's largest newspaper, Jimmy Carter will be the next president of the United States, after a close race against Ronald Reagan, is the prediction of Jeanne Dixon, internationally famous seeress. She predicted the assassination of both President John F. Kennedy and Robert Kennedy. Asserting that this will be the most dramatic year ever in American history, Miss Dixon also foretold that both President Ford and Ronald Reagan will face assassination attempts, and that the President would be wounded; that he would be plagued by betrayal, domestic woes and a health crisis, and that he will resign. She says Nelson Rockefeller will become "caretaker president," for several months, until a new president is elected.

In a more recent issue, the *Enquirer* tells of predictions of another psychic, Dixie Lee Yeterian of Lompoc, Calif. Recently Mrs. Yeterian reported to the Lompoc Police Department of having had a "powerful perception" of a man having been murdered by his teenage son. Acting on Mrs. Yeterian's tip, police confronted the boy, who made a full confession and directed officers to the father's body. Earlier, Mrs. Yeterian had astonished radio listeners by publicly forecasting two major national events months in advance. In a New Years' broadcast in January 1972, she said, "There will be a scandal in the White House which will result in presidential impeachment proceedings." And on Jan. 1, 1974, Mrs. Yeterian predicted on the air that Nixon would resign on Aug. 9, 1974—the exact date when he stepped down.

Her predictions for 1976 include these:

- President Ford will be wounded by a would-be assassin's bullet in Washington during August. He will not be able to continue in office and Vice-President Nelson Rockefeller will serve out his term.

- Elizabeth Taylor and Richard Burton will reconcile after Liz contracts a serious illness.

- Henry Kissinger will resign as Secretary of State this year, but he'll return to public life as the next Secretary General of the United Nations. □

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notable quotes

If you are a female and wear the pants in the family, your husband's mistress will wear the silks.

Zsa-Zsa Gabor

Good breeding consists in concealing how much we think of ourselves and how little we think of the other person.

Mark Twain

Someone said life begins at 50. The hell it does!

Ava Gardner

The art of teaching is only the art of awakening the natural curiosity of young minds for the purpose of satisfying it afterwards.

Anatole France

There is so much good in the worst of us and much bad in the best of us, that it behooves all of us not to talk about the rest of us.

Robert Louis Stevenson

Conscience gets a lot of credit that belongs to cold feet.

Quote Magazine

Gun legislation is dead for another year. As a result, there's every likelihood that a lot of people now living will also be dead before the year is over.

Roger Verhulst

A real Christian is a person who can loan his pet parrot to the town gossip.

J. Harold Smith

One can never pay in gratitude; one can only pay "in kind" somewhere else in life.

Anne Lindbergh

What a difference there is in peoples' perspectives. Some object to the fan dancer; others object to the fan.

Gloria Pitzer

When angry, count ten before you speak; if very angry, go on to a hundred.

Thomas Jefferson

Nothing helps a woman to keep a man guessing so much as driving the car ahead of him.

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recent board awards

By J. P. Erickson



Many cases that come to the National Railroad Adjustment Board contain arguments concerning whether certain evidence, issues or exhibits are properly before the Board for consideration. As a general rule, the Board will accept only issues or material which the record shows was considered during the handling on the

property. But sometimes the parties are confused as to when the record on the property becomes closed. Fourth Division Award 3331 in such a dispute states:

"It is noted that the parties have shown some concern with regard to procedure in the handling of this dispute on the property. The Carrier has objected to a letter from the Organization dated March 22, 1975, which was in response to Carrier letter dated March 12, 1975, which letter purposed to confirm the discussion of the dispute in conference on March 6, 1975. The Carrier has stated that Petitioner is estopped from such additional correspondence since the claim had been handled to its prescribed conclusion on the property, under the Railway Labor Act and in accordance with the Agreement. Petitioner disagrees. We note that the Letter of Intent to the Fourth Division, N.R.A.B. was dated June 30, 1975. Under the statute the parties are charged with the responsibility of attempting to resolve disputes on the property whenever possible; such efforts may not be considered concluded until the matter has been referred to the N.R.A.B. or other appropriate Board. Therefore, the Organization was within its rights in responding to Carrier's letter prior to the date of the Letter of Intent, and the material therein may be considered in the resolution of this dispute, as also may the Carrier's letter of April 18, 1975."

To every rule there are exceptions and it would be possible to point to several Board Awards which have failed to follow this rule. Sometimes letters exchanged just before the letter of intent was submitted contain issues which the Board feels the other party did not have a proper chance to respond to and the Board will reject such new issues. Without being facetious I believe it can be correctly stated that Referees are inclined to give Carriers the benefit of any doubt in such cases.

From the ruling in Fourth Division Award

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3331, it is apparent that, even though you might have notified the Carrier that the claim was being referred to National Headquarters for further handling, sometimes it is necessary to continue to correspond about the claim on the property long after it becomes obvious that you will not be able to settle the claim on the property. If you don't respond to late arguments (perhaps made in reply to your letter confirming the details of the final conference and advising of referral of the claim to National Headquarters) up until the letter of intention to file an Ex Parte Submission is mailed, you could find your claim faced with a Carrier contention which is accepted by the Board as fact because you failed to contest or respond to the Carrier's new contention or issue. This is another area where I believe the Referees are inclined to favor the Carrier.

Employees attending classes or training sessions and the Carrier refusing to pay any compensation or the correct rate of compensation is a current problem for most Organizations. The Carrier will often make attendance mandatory but then claim that the Carrier should not have to pay the employees as the classes were for the employees' benefit, etc. In Fourth Division Award 3325 the Carrier was required to pay time and one-half for attendance on rest days. The full Opinion of Board in Fourth Division Award 3325 follows:

"Claimants herein were required to attend a class for two days entitled 'First Line Supervisors' Training.' The classes, held in cooperation with the University of Virginia, took place some 65 miles from their home terminal. Travel and lodging costs were paid by Carrier and both men also received pro rata pay for the two days. Claimants had informed their Supervisor that the days scheduled were on their rest days and were instructed to attend anyway. The record indicates, without rebuttal, that Carrier had changed the attendance dates at other locations where there was a conflict with rest days. Claimants both request punitive pay for service performed on their rest days.

"Petitioner argues that attendance at the classes was solely for Carrier's benefit and not for the employees'. It was obligatory and for the purpose of helping them perform their jobs more effectively, solely for the benefit of Carrier. Petitioner contends that the attendance at these classes was 'work' and should be compensated accordingly.

"Carrier takes the position that the seminars were primarily for the benefit of the employees. It is argued that many awards have held that employees may be required to attend meetings which will primarily benefit the employee, or where it is of mutual benefit to the employee and the Carrier and that attendance at such meetings does not constitute 'work'.

"Carrier has cited a number of Awards in support of the thesis that attending the classes herein did not constitute work. Similarly, Petitioner has indicated contrary authorities. In

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examining the awards cited by Carrier we note that most of those awards deal with classes on operating rules and safety rules and other training directly related to new processes essential for employees to know. For example, in *Award 3269*, we said:

"The awards which have denied compensation for attendance at rules classes have found that knowledge of, and proficiency in, operating rules are so integrally related to the employee's effective performance of his job, that he could be required to attend such classes without receiving additional compensation. In light of the existing precedents that the Claimant Yardmasters are not entitled to compensation for attending periodic rules examination classes, we must deny the claim."

"Contrarily, in *Third Division Award 10808*, which concerned required attendance at classes entitled 'Transportation Education Program', the Board held:

"...we are of the opinion that any time of the Employee directed by the Carrier is work or service, with certain exceptions. Two exceptions are where such time is for the primary benefit of the Employee and in cases where mutuality of interest exists. Awards have held that classes on operating rules and safety rules are such exceptions. We are not inclined to enlarge upon those awards."

"In the dispute before us attendance at the classes was mandatory and it is also interesting to note that Carrier, although stating on the property that there was no rule requirement for *any* compensation, did indeed compensate other employees for attendance at the same classes on their regularly assigned work days. To accept Carrier's reasoning all training programs, regardless of purposes cannot be considered to be work, within the meaning of that term in the Agreement. We do not agree. The purpose of the program is relevant and must be considered in each instance. If training were for the purpose of qualifying an employee to retain his position (e.g. rules examination classes) or for the purpose of qualifying for promotion or for the purpose (among others) of learning new procedures we would not allow a claim for overtime compensation such as that requested herein. Such programs are either for the primary benefit of the employee or mutually advantageous to Carrier and employees. In this case, as in any other general training programs to increase the efficiency of the employees, we must conclude that the program is for the primary benefit of Carrier and must be construed as work. Accordingly, we find that Claimants did perform a service when they attended the classes on their rest days and should have been paid for such attendance at the time and one-half rate."

The same Referee in *Third Division Award 20707* denied claims for time and one-half for train dispatchers required to attend COMPASS (Complete Operating Movement Processing and Service System) classes ruling that this was not

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work. Such a conflict in Awards by the same Referee seems irreconcilable but each case is a little different. While there were other factors involved, a point in Fourth Division Award 3325 should be observed. The Referee seemed to place some special significance on the fact that Claimants had informed the Supervisor that the days scheduled were on their rest days and they were instructed to attend anyway. Also that the Carrier had changed attendance dates at other locations where there was a conflict with rest days.

From this it appears it would be wise to give the Carrier advance notice that rest days are involved. This would then require the Carrier to clearly indicate if attendance is indeed completely mandatory which would tend to show this is work or service and that the train dispatcher is to be deprived of rest days which he is entitled and required to observe absent an unavoidable emergency which prevents furnishing relief. These are points that would be clearly revealed by a reading of the Agreement but do not have the force that such handling on the property presents. Doing everything possible to make the best case possible before we go to the Board is the only course of action we can take. I doubt that any handling would have changed the decision in Award 20707 but, in my opinion, that is the only logical explanation for the conflicting Awards by the same Referee on what appears to be virtually the same subject, i.e., attendance at classes for Carrier's benefit.

Discipline assessed by Carriers is much harder to understand than conflicting Awards by the same Referee. In Second Division Award 7030 the Claimant, who was a Carman, had long hair and the Carrier had established Personal Appearance Standards which the Carrier felt the Claimant had violated and the Claimant was dismissed (from the Award it appears he was subsequently reinstated on May 8, 1974). In Fourth Division Award 3340 the Claimant, who was a detective on Carrier's police force, did a little streaking and was suspended for 34 calendar days.

Second Division Award 7030, after noting that the Claimant had two hair cuts prior to the investigation in an attempt to meet the Carrier's Personal Appearance Standards, sustained the claim allowing pay for time lost stating:

"In Carrier's Exhibit 11, the Carrier's Director of Labor Relations acknowledges that the Claimant's hair at the investigation did comply, if only marginally, with the Company's grooming standards. All the evidence of record demonstrates that the Claimant appeared at the investigation of March 5th with his hair as it was cut on February 28 and as it was when he was taken out of service the next day at 11:40 A.M. on March 1, 1974. There is no evidence whatsoever in the record that after Claimant was taken out of service, he subsequently had his hair trimmed to appear at his investigation. We find then that since his hair was in compliance with the standards on March 5th, then it was also in compliance on March 1st. We find therefore

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that the Claimant should be paid for all time lost from March 1, 1974 through May 7, 1974. ***"

Fourth Division Award 3340 denied the streaker's claim stating:

"Claimant did not testify at the hearing. He was asked if he had anything to say in his own behalf. He replied, 'No, I don't.' Whatever was the Claimant's state of undress, and the substantial evidence is that he was nude and partially nude some of the time, his condition and conduct was indecent. He did not conduct himself while on duty with comportment and dignity which his position required."

Though these were disputes from two different Carriers, in my opinion the measure of discipline in these cases, whether or not the claims were ultimately sustained or denied, should have been reversed. Maybe that is because I come from a cold climate where it makes more sense to have long hair in March than it does to sun bathe in April.

Important Facts About Widows' Benefits Under the RRA

From Railroad Retirement Board

The U.S. Railroad Retirement Board awards annuities to the widows of insured railroad workers at age 60, or at ages 50-59 if the widow is totally disabled, or at any age if she has a minor or disabled child in her care. Also, two types of lump-sum death benefits may be payable to qualified widows.

The following questions and answers describe some of the more important factors that may affect a widow's eligibility for such benefits and how much she may receive.

1. *My husband and I are receiving both railroad and social security benefits. Since I am getting a wife's benefit under both systems based on his earnings, would I also be eligible for two benefits as a widow?*

No. All survivor benefits, including those paid to widows, are based on the employee's combined railroad and social security earnings and are paid by only one agency, not both. The Board pays if the employee was insured for survivor benefits under the Railroad Retirement Act by having 10 or more years of railroad service and a "current connection" with the railroad industry.

In general terms, an employee has a current connection if he has at least 12 months of railroad employment during the last two and one-half working years preceding his retirement or death, whichever occurs first. If an employee does not qualify on this basis, an earlier two and one-half year period with 12 months of railroad service may be used but only if he did not have a regular nonrailroad job following this period.

If the employee was not insured under the Act, his railroad credits are transferred to the Social

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Security Administration and any survivor benefits that are due are paid by that agency.

2. How are widows' railroad retirement annuities calculated?

Widows' annuities consist of two separate tiers. The first tier is based on the deceased employee's combined railroad and social security credits and is calculated in generally the same way as social security benefits. The second tier is equal to 30 per cent of the tier one amount.

The average monthly amount awarded in December 1975, to widows 60 years of age or older was \$275, to disabled widows (ages 50 through 59) \$186, and to widowed mothers (under age 60) \$240.

3. At age 60 I was awarded a widow's annuity from the Board. I am also vested for social security benefits at age 62 based on my own earnings before 1974. Can I receive both benefits?

Yes. But your railroad retirement annuity will be adjusted because of your social security entitlement. Also, your social security benefit will be paid through the Board in a single check together with your railroad retirement annuity.

4. Do widows receive cost-of-living increases in their annuities?

Yes. Since the survivor formula generally provides 130 per cent of the amount social security would pay on the basis of the deceased employee's combined railroad and social security earnings, most survivor annuities increase whenever social security benefits increase. However, individuals who receive both railroad retirement and social security benefits do not receive a duplicate cost-of-living increase in both benefits.

5. Do a widow's earnings affect her annuity?

Yes. Like all other railroad retirement beneficiaries, a widow receives no annuity payment for any month in which she works for a railroad. A widow under age 72 may earn up to \$2,760 in 1976 without losing any benefits. If she earns over \$2,760, she loses \$1 in benefits for each \$2 earned in excess of \$2,760. She does not lose benefits under this restriction, however, for any month in which she is over age 72 or earns \$230 or less. These earnings limits do not apply to disabled widows; their earnings are subject to a special review.

6. When my husband died, I received annuities from the Board for myself and two small children, but I did not receive a lump-sum death benefit for funeral expenses. Why not?

This occurred because an insurance lump sum is payable at the time of the employee's death under the Railroad Retirement Act only when an employee leaves no survivors immediately eligible for monthly benefits.

7. About how much is the insurance lump-sum benefit?

For survivors of employee's with 10 years of service performed before December 31, 1974, the average insurance lump-sum benefit payable in 1976 on the basis of earnings prior to 1975 is about \$800; the maximum is about \$1,200.

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For survivors of employees who acquire their 120th month of service after 1974, the lump sum is limited to \$255.

8. *What is a residual lump-sum death payment?*

The residual payment provisions in the Railroad Retirement Act represent a guaranty that a railroad employee or his family will receive at least as much in benefits as he paid in railroad taxes before 1975. The residual benefit is, in effect, a return of the employee's pre-1975 taxes plus an allowance in lieu of interest reduced by any retirement benefits attributable to his railroad earnings and by all survivor benefits paid by either the Railroad Retirement Board or the Social Security Administration.

The employee can designate the person he wants to receive any residual benefit that may become due. If he does not do so, the payment is made to his widow, children, grandchildren, parents, brothers and sisters, or to his estate, in that order.

If a widow is not entitled to monthly benefits upon her husband's death, but is potentially entitled to future benefits, she may choose to receive the residual payment immediately instead of the monthly benefits.

9. *At what point does a widow make this choice if a residual may be payable?*

If benefits already paid have not exceeded an employee's taxes, his widow, if under age 60, can waive her right to a future widow's railroad retirement annuity in order to receive the residual payment immediately. However, she would still have her rights to monthly widow's benefits from social security if her deceased husband was also insured under that system. But, if her husband was not insured under social security, or she was not insured on her own earnings, or she did not remarry an employee qualified for social security or railroad retirement benefits, she would be giving up all future monthly benefits by taking the residual payment. She would also pay additional premiums for full Medicare coverage.

10. *How much does the residual payment generally amount to?*

Currently the average residual payment is about \$5,600 but individual payments range from only a few dollars to as much as \$13,957.

11. *Would I be better off to wait for my widow's annuity at age 60 or to elect the residual payment now?*

There can be no "yes" or "no" answer to this question that would fit every case. The best thing to do is to visit your nearest Board office for information and assistance.

Statements Of Service To All Qualified Employees

The U.S. Railroad Retirement Board recently completed the preparation of the statements of railroad service, "Certificate of Service Months and Compensation," Form BA-6, which are dis-

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tributed every year to railroad employees. These annual statements are important because they provide an employee with a record of his railroad service and compensation in 1975, as well as his cumulative railroad credits after 1936. The statements are also used by employees when they apply for certain benefits with the Board.

Some 625,000 BA-6 forms will be distributed. Most employees will receive them directly by mail before June 1 although some BA-6 forms will be distributed through employers. These forms are issued primarily to employees who qualify for unemployment and sickness benefits in the benefit year beginning July 1, 1976, on the basis of their 1975 employment. Employees who worked in 1975, but did not have sufficient earnings to qualify for unemployment and sickness benefits, will also be sent a BA-6 form if they had service in each month in 1975 or if they worked for a local lodge or division of a national railway labor organization. Any employee who worked for a railroad in 1975 who does not receive a form by June 1 can write to the Board and request one.

Each employee should check to see whether his own record of service and creditable compensation agrees with the Board's figures shown on the BA-6. The important figures that should be checked are indicated on the illustration of the form. If any of the information shown on the BA-6 is not correct, this fact should be reported in a letter to the Board as soon as possible. In checking the spelling of the name, the employee should keep in mind that the form contains only the first ten letters of the last name.

All letters concerning BA-6 forms should be addressed to the DIRECTOR OF DATA PROCESSING AND ACCOUNTS, U.S. RAILROAD RETIREMENT BOARD, 844 RUSH STREET, CHICAGO, ILLINOIS 60611. The employee should include his social security account number in the letter, otherwise no action can be taken by the Board.

As shown in the illustration, the BA-6 form has detachable sections at each end. The section on the right side is used when the employee applies for sickness benefits, and the one on the left for unemployment benefits. The reverse sides of these sections also explain the best way to apply for these benefits. The use of these sections prevents delays in the payment of unemployment or sickness benefits which occur when an employee enters the wrong social security account number on his application.

The BA-6 forms also include a reminder that employees who perform railroad work after their supplemental annuity closing date may permanently lose their eligibility for a railroad retirement supplemental annuity. For the great majority, the closing date is the last day of the month following the month in which the employee attains age 65. The Board suggests that employees who have not retired by age 63 contact the nearest Board office in the near future for help in establishing proof of their age in advance of their eventual retirement. This will insure them against forfeiting their eligibility through

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miscalculation of their age. Establishing the correct date of birth is also important for Medicare enrollment.

Aging

Personally, I'm tired of the how-to-grow-old-gracefully books, the articles extolling the sunset years and the admonitions delivered in doctors' offices. I am quite aware that there are those from 70 to 100 who crash happily about, agile as the chamois, paragons of usefulness and creativity, objects of admiration, often living efficiently alone; although most of the centenarians are in nursing homes, often appearing on TV surrounded by candles and reporters. There are writers, musicians, actors, and others who have survived to my age, and longer, yet appear to function without effort.

Years are all right and survival splendid, but what these bring to us is not usually what it's cracked up to be. The books say "wisdom." Well, perhaps in some cases, but in mine, it's simply knowledge — everyone has to acquire a certain amount from childhood. We learn early what no means; and are told why. Another thing we are expected to attain is serenity — a marvelous faculty that I've not possessed since, possibly, the age of two-and-a-half.

As for becoming mellow, this word astonishes me; it sounds like something overripe.

What I mind is not my age but the insistence that all is sweetness and light, as one rides off into the sunset or, more accurately, stumbles downhill. Also, I dislike the handicaps, the figurative straightjacket, the destruction of mobility, the lessening of sight, the distressing necessity of having to look after myself, as well-wishers bid me. I've always looked after myself but not in the tedious ways — be careful of stairs and of what you eat, don't sit in drafts, nor get your feet wet...be sure to rest!

All this bugs me. I resent not just being old, not even growing older, but the disabilities and prohibitions.

*Faith Baldwin
in Today's Health*

Guilt

Real moral life is not such that one can stand guiltless in it. And each person must step by step in life settle conflicts, insoluble theoretically, by his own free sense of values and his own creative energy, should be regarded as a feature of the highest spiritual significance in complete humanity and genuine freedom. Yet one must not make of this a comfortable theory, as the vulgar mind makes of the permissible lie, imagining that one brings upon oneself no guilt in offending against clearly discerned values. It is only unavoidable guilt which can preserve a man from moral decay.

*Nicholia Hartmann
in Commonweal*

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More About Leo Leschzenier

In the April-May issue, we noted the retirement of Public Relations Director Leo Leschzenier, and mentioned the retirement party in his honor held in Oak Park, Ill., on March 25, at which time he was presented with a plaque in Commemoration of his contribution over a period of years to the growth and development of the A.T.D.A., through his advertising sales for THE TRAIN DISPATCHER.



We have since learned that Mr. Leschzenier was born in Ennis, County Clare, Ireland, on Dec. 17, 1900. As a lad he came to the United States with his parents. The family settled in Webster Groves, Mo., where Leo received an elementary school education, and became a naturalized American citizen.

Since his marriage, he and his wife, Yvette, have lived in Michigan since 1927, except for a period of seven years (from about 1959 until 1966) when they resided in Chicago.

The Leschzeniers are presently spending a long-deserved vacation of two months in California, after which they will be at home in Sterling Heights, Mich.

Scholastic Achievement by Dispatcher's Son

Congratulations to Bro. Lawrence Allmaras of the Willmar, Minn., office, Burlington Northern Railroad on the nomination of his son, David Nelson, as one of the 30 sons and daughters of BN employees who have been named as finalists in the BN annual scholarship program. The family address is P.O. Box No. 3, Belgrade, Minn. 56312.

Howard Lowder's Daughter Is Accomplished Songstress

Congratulations, too, to Bro. John Howard Lowder of the FW&D at Fort Worth, Tex., on the accomplishment of his daughter, Mrs. Bettye Lowder Shirar, of Corpus Christi, Tex., who is a soprano soloist with the Corpus Christi Chorale.

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She sang the role of Kate Pinkerton in the Corpus Christi Symphony opera "Madame Butterfly" and is soon to appear in the Little Theatre Corpus Christi production of "1776." She also recently played Granny in Performing Players "American Dream," and performs with Young Audiences in the American Music Ensemble. She is a soloist with the First United Methodist Church Choir. Married to Charles Shirar, she is the mother of two children, Julie, 6, and David, 8.

Howard says his family is mainly a musical family. He writes, "My wife, son, two daughters and seven grandchildren sing, and my father was a first rate better than average Texas fiddler," and adds, "but I can't even call hogs."

How To Dial Free

Three years ago, Paul Montana lost a pocketful of change trying to make an out-of-state hotel reservation—only to discover later that the hotel had a toll-free number. Incensed at Ma Bell's profit—and the public's ignorance of thousands of "800" numbers that can be called free of charge—the Claverack, N.Y., appliance dealer rounded up 3,000 such numbers in a 35-page "Toll Free Digest"; more than 100,000 copies sold on newsstands, at \$2 apiece, in its first month. The Digest contains travel and leisure listings, but it also includes numbers for the National Academy of Medical Hypnotists (800-241-4121), the Run-Away Kids office in Chicago, where runaways can leave messages for parents (800-621-4000) and an abortion counseling service (800-523-5101). Reports one user: "I've owned the book for half a day and it has already saved me 75 times the cost."

Railroad Retirement Annuities To Increase

Retired railroad employees and their wives will receive the same 6.4 per cent cost-of-living increase in the tier one portion of their annuity and it will be effective at the same time as the recently announced increase for social security benefits. Since the increase applies to only that portion, the annuities of retired employees and their wives will generally not be increased by the full 6.4 per cent of their annuities. Survivor annuities will, however, be increased a full 6.4 per cent.

Annuity recipients receiving both railroad retirement and social security benefits will not get duplicate increases from both agencies. In such circumstances, any cost-of-living increase in the railroad retirement annuity is offset by the amount of the increase in social security benefits.

The Board has announced that the increase will be included in the regular July 1 benefit checks or as soon as possible thereafter. Beneficiaries are requested not to write to the Board about their increase at this time because it will only delay payment. □

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Status of Disputes Submitted by A.T.D.A. to Third Division National Railroad Adjustment Board

Docket No.	Railroad	Subject of Dispute	Sub- mitted	Status as of 5-5-76
TD-21096	CRNJ	Unjust Treatment-Physical Disqualification (Richardson).	12-9-74	Sustained 4-29-76 Award No. 21065.
TD-21135	L&N (Monon)	Discipline (Foster).	12-18-74	Sustained 4-29-76 Award No. 21065.
TD-20883	BN	Blanking-Combining Positions (Hannibal).	5-24-74	Assigned to Referee Sickles.
TD-21001	SCL	Compensation-Travel-Time (Hughes, Serwe, Driver).	9-17-74	Assigned to Referee Bailer.
TD-21065	N&W (NYC&StL)	Discipline (Semones).	11-7-74	Assigned to Referee Sickles.
TD-21101	AT&SF	Overtime (Tiedeman).	1-13-75	Assigned to Referee Blackwell.
TD-21187	BN	Compensation-Attending Investigation (Spade-Bell).	2-5-75	Assigned to Referee McBrearty.
TD-21285	FW&D	Discipline (Armstrong).	4-1-75	(a)
TD-21162	DM&IR	Compensation-Rest Day (Lyons).	4-23-75	Assigned to Referee Bailer.
TD-21340	BN	Discipline (Hart).	5-13-75	Assigned to Referee McBrearty.
TD-21517	DM&IR	Blanking Position for Relief (Kennedy).	10-7-75	(b)
TD-21568	BN	Compensation, Rest Day Service Attending Investigation (LaMon).	11-10-75	(b)
TD-. . .	SP (T&L)	Compensation-Guaranteed Assigned Dispatcher-Off Assignment (Brock).	1-15-76	(c)
TD-. . .	AT&SF	Transfer of Work (TCS Bandini-Los Nietos).	1-20-76	(c)
TD-. . .	BN	Compensation-Relief of Chief Dispatcher (Grand Forks).	2-2-76	(c)
TD-. . .	L&N	Discipline (Greene).	5-5-76	(c)

Explanation of reference marks in "Status" Column

- (a) Awaiting referee assignment.
- (b) Awaiting rebuttals.
- (c) Awaiting Ex Parte.

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washington report

By Michael Marsh

Conrail, America's great experiment in semipublic railroading, has now entered on its era of change. Conrail management's first operational goal, in the words of its chairman, Edward Jordan, was to "minimize service disruptions" on "conveyance day," April 1.

By general consensus, that goal was achieved. A Conrail spokesman described the takeover by the new company from six former bankrupt roads as "a major non-event." By that he meant there were "no snafus, no service interruptions." From the labor side, C. J. Chamberlain, chairman of the Railway Labor Executives' Association, commented that "given the complexities involved, it's nothing short of a miracle that the first weeks went so smoothly."

After the opening period though, Jordan stressed that "in the early months following conveyance we will work to physically combine the system...to build a new railroad." This is the era that's now beginning.

Some of the operational changes have already been implemented. They include some schedule improvements, the closing (later challenged) of 33 piggyback terminals on the former Erie Lackawanna and other lines, and sharp cutbacks or phasing out at several shops on the former Erie Lackawanna and Reading.

Also on the negative side was the abolishment of some 3,000 positions from the six former bankrupt roads. And chairman Jordan has said there may be "further job abolishments for the next year." However, employees affected by the job abolishments are eligible for extensive protective benefits enacted by Congress.

More positively, it seems likely Conrail will be employing substantially more people in some crafts, as its rehabilitation programs get under way. As this was written, Conrail officials were making no specific predictions. But an earlier estimate by Conrail's federal "parent," the U.S. Railway Association, said that "during 1976 Conrail will require approximately 3,400 additional employees," chiefly in the maintenance of way and in communications and signal crafts. In other crafts, a surplus of 3,200 employees was projected. Moreover, USRA predicted that in 1977 Conrail would add nearly 6,000 more employees. In addition, USRA noted that Conrail will have an estimated 5,400 vacancies each year from attrition, as employees retire, die or quit.

All the above figures were based on a "small" Conrail, with portions of former Erie Lackawanna and Penn Central trackage to be taken over by the Chessie and the Southern. Those arrangements fell through. Thus Conrail began life as a "big" system, with practically all the trackage of the six former bankrupts and with some 95,000 instead of 90,000 active employees.

Plans drawn up for Conrail by USRA, and approved by Congress, call for massive new spending to revitalize the system. Specifically, over the next decade, capital spending by Conrail is projected at \$6.844 billion, including \$4.863 billion for roadway and \$1.981 billion for buying new equipment. Most of this money will come from Conrail's own revenues, some of it from borrowing and \$2.026 billion from government investment. Congress has already appropriated the federal share.

In maintenance of way, the plan projects laying over 4,000,000 new ties a year for the next decade, plus a steadily increasing quantity of new rail—rising from 480 miles in 1975 and 727 miles in 1976 to 1,340 miles in 1980 and each year beyond.

Plans for maintaining locomotives and freight cars will require capital improvements at most of the Conrail major shops, USRA projected. Acquisitions of equipment will focus more on new locomotives than new freight cars. The plan calls for acquiring 1,353 new locomotives over the next decade and retiring slightly more, thus dropping the total fleet somewhat from 4,737 to 4,700. On freight cars, the plan calls for acquiring 25,103 over the next decade and retiring 85,956, thus dropping the fleet from 176,462 down to 115,609. This could be done, USRA said, by increasing freight car utilization by 28 per cent.

In the operating end, the USRA plan also projects various changes aimed at improved efficiency. In route selection, this includes shifting most freight from the old Penn Central Northeast Corridor routes, which will be devoted largely to passenger traffic. Also the plan calls for down grading the former Erie Lackawanna main line between Chicago and northern New Jersey, using it chiefly for local freight service.

In classification yards and terminals, the plan calls for numerous efforts to "rationalize" operations, by consolidating facilities, by more effective sorting of cars and by "a better blocking strategy." The aim is for Conrail to "achieve a 15 per cent reduction in its terminal operations cost during the next 10 years," USRA said.

USRA has projected that Conrail will probably show an operating loss of \$359 million in 1976. But this will change to operating profits of \$151 million in 1979 and \$440 million in 1980, according to the USRA projections. Conrail's total revenues in 1976 are forecast at around \$3.3 billion. Looking ahead, USRA expects very little growth in Conrail's freight revenues or tonnage until 1980, and after that only modest yearly increases. How, then, can Conrail reverse the huge financial losses and steady deterioration of the former bankrupt lines?

Jordan, Conrail's chairman, voices optimism that it can be done. He cites four reasons for this belief. First, he said, "we have the financing that allows us to rehabilitate the system." This includes the nearly \$2.1 billion appropriated by

Congress for Conrail. Second, Jordan said, "we are protected against losses on commuter and intercity passenger trains." Congress has recently strengthened these programs, under various rail commuter authorities and under Amtrak for the intercity trains.

Third, Jordan stressed, "we have a good start toward an excellent working relationship with labor." That relationship seemed to develop well during the preliminary stages of Conrail. Currently it's facing a test, as the different unions engage in the complex task of negotiating new collective agreements with Conrail, meshing the different needs and arrangements on the six former bankrupt roads.

Fourth, Jordan noted, "we have been relieved of the losses of the branch lines." This refers to over 5,000 miles of line that USRA proposed to drop. Of this mileage, 3,100 miles designated by states in the Conrail territory will still be operated (mostly by Conrail) under a five-year federal subsidy program. The subsidies range from 100 per cent losses during the first year down to 70 per cent of losses during the fifth year. In addition, another 2,600 miles of line have been left with the former bankrupts and this will presumably be scrapped. All of this trackage is apart from the 17,000 miles in the regular Conrail system.

The six roads taken over by Conrail were the Penn Central, Erie Lackawanna, Reading, Lehigh Valley, Central of New Jersey, and Lehigh and Hudson River. A seventh, the Ann Arbor, was largely bought by the state of Michigan, which has contracted for Conrail to operate trains over the line. Small parts of the other six lines were also taken over by various profitable railroads. Of the seven properties, Penn Central had four-fifths of the total.

Legally speaking, Conrail has a mixed financial structure. Its senior securities—debenture bonds and Series A preferred stock—go to USRA, in exchange for USRA payments to Conrail of up to \$2.1 billion in federal funds. Conrail's junior securities—Series B preferred stock and common stock—go to the creditor-owners of the six bankrupt railroads, in return for their properties.





The aim of this arrangement is as follows: If Conrail makes good profits, it will pay back the federal investment, with interest, and then it will be a wholly privately owned rail system, with only the Series B preferred and common stock outstanding. If Conrail keeps losing money, a separate set of federal "certificates of value" will guarantee that the bankrupt roads' creditor-owners collect at least \$684 million out of the deal. That's the figure set by USRA as the "net liquidation value" of the bankrupt properties taken over—though the creditor-owners are expected to press court suits seeking more for their properties.

Meanwhile, so long as Conrail's main investment is from the government, Conrail's board of directors consists of six USRA appointees, five appointees from the private stockholders, and Conrail's top officers.

Two other developments related to Conrail are worthy of note. First, on April 1, the Delaware & Hudson substantially broadened its operating scope, so as to offer new long-distance competition to Conrail. The D&H extended its track south to Sunbury, Pa., and, more significantly, gained trackage rights over Conrail lines west to Buffalo, N.Y., south to the Washington, D.C. area, and southeast to Newark, N.J. (serving the port of New York) and to Philadelphia.

Also, an agreement between Conrail and Amtrak provides for sale to Amtrak of the former Penn Central main line in the Northeast Corridor between Washington-New York-Boston. Amtrak will pay \$87 million for this line, over a period of eight years. Congress has authorized Amtrak to spend up to \$1.8 billion to upgrade this line for high-speed passenger service.

ConRail

Railroads	Route Miles	Long-Term Debt	Total Assets	Total 1975 Revenues
 Penn Central	19,415	\$3.0 bil.	\$4.1 bil.	\$2.2 bil.
 Erie Lackawanna	2,928	271 mil.	453 mil.	266 mil.
 Reading	1,156	89 mil.	304 mil.	137 mil.*
 Lehigh Valley	992	67 mil.	174 mil.	63 mil.
 Central of New Jersey	396	59 mil.	109 mil.	47 mil.
 Ann Arbor	300	18 mil.	23 mil.	9 mil.
 Lehigh and Hudson	86	0	5 mil.	2 mil.

* 11 months ended Nov. 30, 1975

The properties of the seven bankrupt lines were transferred to ConRail by the USRA free of all mortgages and other liens. Railroad properties of solvent lessors of the lines were also included in the package.

This transaction is considered the largest corporate reorganization in U.S. history. The ultimate impact of the transaction on the rail labor force is still a question mark.

However, United Transportation Union President Al Chesser called events leading up to the April 1 transfer "the most important battle in this century for railroad employees."

editorial pickings

(The editorials selected for this department do not necessarily reflect the views and policy of the A.T.D.A., but are presented as a cross section of the positions taken by other publications. Editor)

THE FATE OF HUMAN RIGHTS

From Free Trade Union News

The Helsinki Agreement, signed by the United States, the Soviet Union, and other states, says:

"The participating states recognize the universal significance of human rights and fundamental freedoms, respect for which is an essential factor for the peace, justice and well being necessary to ensure the development of friendly relations and cooperation among themselves as among all states."

The Agreement has been widely interpreted as granting official U.S. recognition of the Soviet conquest of Eastern Europe in return for Soviet promises to protect human rights behind the Iron Curtain.

No sooner was the ink dry on the Agreement—which among other things pledged the signatories to

"respect human right and fundamental freedoms including the freedom of thought, conscience, religion or belief for all without distinction. . ."

—than the Soviet Union made clear its utter indifference to the pledge it had signed. First it refused to allow Andrei Sakharov to travel to Oslo to pick up his Nobel Prize. Then it sought to block Radio Free Europe from covering the Innsbruck Olympics, despite the fact that RFE sports reporters have been covering Olympic games since 1952 and have done so in a thoroughly professional and non-political way.

Thus did the Soviet leaders demonstrate their commitment to freedom of conscience and to the free flow of information and ideas. In addition, a recent issue of Pravda carried an article over the weighty signature of the pseudonymous I. Aleksandrov which asserts that Soviet citizens may be punished for "social defamation."

These developments have focused new attention on the fate of human rights in the world. In the following pages, several articles deal with this problem from various angles. John Roche asks why there is no world outcry against capital punishment for larceny in the Soviet Union. Victor Stern details the arrest and persecution of his father, Dr. Mikhail Stern, who now languishes in a forced labor camp. Vyacheslar Chornovil, an imprisoned Ukrainian journalist, appeals to President Ford, in an open letter, to heed the opposition voices in the USSR. Avraham Shifrin, who spent fourteen years in Soviet prisons and now lives in Tel Aviv, describes the use of slave

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labor in the Soviet oil industry. (Armand Hammer, please take note.) Former U.N. Ambassador David Patrick Moynihan calls for the freeing of political prisoners everywhere. And a statement from AFL-CIO President George Meany is read by AFL-CIO European Representative Irving Brown to the second World Congress on Soviet Jewry.

POSTAL SERVICE IS NEEDED — PROFIT OR NOT

From Maintenance of Way Employees Journal

The recent proposal to provide a federal subsidy of 10 per cent of the U.S. Postal Service operating budget is one that we can support.

And we should oppose any efforts to let private mail carriers compete with the government for the most profitable postal business, thereby further increasing the Postal Service's financial problems.

It is incorrect to demand that the Postal Service should make a profit. Yet, based on this misconception, the U.S. Postal Service has closed many post offices, eliminated or curtailed some services and engaged in wholesale transfers of personnel and instituted speed-up programs that will eliminate many jobs and result in a further worsening of postal service.

We maintain that, aside from any profit or loss, postal communication is an essential government service. It is on this basis that a federal postal subsidy is justified.

In addition, the federal subsidy plan, now before the Senate Post Office & Civil Service Committee, would create a panel of experts to investigate postal operations and financing and report findings and recommendations to Congress.

The 10-cent letter is gone and already the case is being made for another increase beyond the present 13 cents, as postal rates pursue the fleeting goal of profitability.

Now there's nothing wrong with profit in private enterprise. But there is need for caution in seeking profits from what should be a public service.

A post office that makes a regular profit would be an inviting target for corporate takeover. And in a private-business operated postal service, the sky could easily be the limit as far as rates are concerned.

No. The postal service is a needed government function, and the government should subsidize it to keep it operating efficiently, even if not profitably.

The average American consumed 16 quarts of ice cream last year (lapping up only 8 per cent of that in ice cream parlors). He also ate 18.7 pounds of his favorite fruit, bananas, plus 15.7 pounds of apples and 14.8 pounds of oranges. That works out to quite a heap of peels, cores and rinds.

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conversation pieces

They've finally done it: Built a better mouse-trap, that is. The American Dryer Corp. of Massachusetts now is marketing a rat trap that grabs the hapless rodent with a pair of steel-spiked claws, electrocutes it, then picks up the body and dumps it in a plastic bag where an arm pushes it to the rear to make room for the next victim.

* * *

A pleasant spinoff of the Bicentennial is that your tax bill may be slightly lower. The Bicentennial has brought an unprecedented number of foreign tourists to our shores and 7.7 per cent of every dollar they spend ends up in our tax coffers—federal, state and local. It is estimated the total will approximate \$930 million.

* * *

Despite Women's Lib, the earnings gap between men and women is wider today than it was 20 years ago. Today, women holding full time jobs earn 43 per cent less than the average for men. Two decades ago the disparity was only 36 per cent. Among university graduates last year, average earnings for men was \$17,200; for women, \$10,400.

* * *

According to the FBI, 79 per cent of all people arrested for robbery have previous records. So do 73 per cent of forgers, 68 per cent of murderers, 65 per cent of gamblers, 65 per cent of rapists, 65 per cent of all those arrested for assault, 59 per cent of those arrested on narcotics charges, and 28 per cent of embezzlers.

* * *

Fire strikes an average of 280 industrial plants in the U.S. on an average day. The majority of those fires will cost in excess of \$20,000 and one each day will cost over \$250,000. According to the National Commission on Fire Prevention and Control, the annual fire bill in the U.S. comes to more than \$11 billion in wasted resources and the loss of 12,000 lives.

* * *

The Veterans Administration is still paying benefits to 191 widows and 202 children of Civil War veterans. How can that be since the last Union vet died in 1956, and the last Confederate vet in 1959? A VA spokesman explains that apparently late in life, some of the old fellows married young girls.

* * *

In Toronto, Canada, the first strike anywhere by nuclear scientists was declared a success when 330 members of the Society of professional Engineers walked out and shut down \$6 billion worth of atomic power projects. The strikers asked for 47½ per cent salary increase spread

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over 33 months. Management offered 17.7 per cent spread over two years. "Take a look at that picket line," a union official said to a reporter. "You may never see anything like it again. Practically every person in that line has four or five university degrees. Management isn't going to crack that picket line. Where could they find scabs with that kind of brainpower?"

* * *

Things are going up in California, and it isn't because of inflation. The land has risen about 10 inches astride a large section of California's San Andreas fault, 40 miles north of Los Angeles, according to scientists of the U.S. Geological Survey. They say the significance of the uplift is not fully understood, just like a lot of other things happening on this earth.

* * *

Eek, Alaska, is a post office with a very unusual name. But it has lots of competition. The latest directory of U.S. Post Offices lists these contenders, Droop, W.Va.; Dwarf, Ky.; Chunky, Mass.; Funk, Neb.; Hominy, Okla.; Sleepy Eye, Minn.; Snook, Tex.; Soddy-Daisy, Tenn.; and Zap, N.D.

* * *

Of the millions of Americans who sat glued to their television sets during the annual Motion Picture Academy Awards, probably a very few knew about the union hassle that preceded the dinner. Had picketlines appeared outside the Awards dinner, it could have been a disaster because the award-winning actors, actresses and directors, all of them union members, wouldn't have walked through the picket line. The whole dispute centered on a small silver statuette called the Oscar, which is the award trophy every member of the motion picture community dreams of winning throughout the year. This year the Academy shifted production of the Oscars from the Dodge Trophies Co., of Los Angeles, to the Avenet Corp., of Torrance, Calif. Not until they got a very firm letter from the International Jewelry Workers Union, did the Academy officials learn to their horror that they had shifted the production of the Oscars from a union to a non-union plant. More letters followed from the Screen Actors Guild, the Associated Artists and Actors of America and the Hollywood Film Council. Near-panic ensued among the arrangers of the Awards dinner, and there was even some talk of cancelling the Awards dinner. Finally the Jewelry Workers Union accepted a letter of apology from the Academy, in which it was *promised* that never again would the Oscars be made by a non-union firm. The Jewelry Workers accepted the Academy's promise and there were no pickets.

* * *

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This is all that remained of the chair car of the *World's Fair Flyer* on the morning after the bridge washout at Dry Creek, Colo., on Aug. 7, 1904.

rail remnants

Washout on Dry Creek

(At Eden, Colo., Aug. 7, 1904)

In the times in which we live, it is a source of occasional horror when we read or hear of a plane accident resulting in loss of life, or physical injury. In earlier years, when travel was mainly by passenger train, train wrecks were often the cause of dread and frequent fear on the part of those who traveled.

Such was the case on a rainy Sunday evening in the early part of the present century. A Missouri Pacific passenger train called *World's Fair Flyer* was moving south from Denver, Colo., en route to the Louisiana Purchase Exposition at St. Louis, when a wooden bridge over a Colorado stream collapsed, causing the loss of many lives.

The accident, which happened at a place bearing the ironic name of Dry Creek, was described as one of the worst bridge disasters ever to occur on an American railroad up to that time. The ravine, as indicated by its name, was ordinarily a dry bed, had been made suddenly into a raging torrent of water by cloudbursts in the foothills of the Rockies. The train's crowded smoker and chair car, its baggage and express cars and its 90-ton locomotive tumbled into the stream, and large portions of the wreckage were swept downstream nearly two miles below the scene of the disaster. Two partially occupied sleepers with an empty diner, at the rear end of the train, were

stopped at the very edge of the break in the track by a quick-thinking porter in the leading sleeper, who intuitively set the emergency brake when he heard the outcry of terror from the cars ahead. Neither he nor anyone else in the sleepers knew what had happened until they climbed off the train, which had been moving at about the pace of a walking man as the engineer, Harry Hinman, warily eased the locomotive over the bridge, only inches above the turbulent waters. Abruptly, the bridge and front half of the train had disappeared in the flood.

The accident was one of the deadliest of all U.S. railway wrecks. The ICC stated that the official toll of lives was 88, but this figure was tentative, and probably low. The smoking car and chair car of the *World's Fair Flyer* had been crowded with passengers, most of whom had boarded the train at Colorado Springs shortly after seven o'clock that evening. An hour later, they had all drowned except one, J. M. Killen who was somehow washed out of the smoker, kept his head above water, and was tossed onto a sandy ledge, where he lay, too exhausted to move until searchers with lanterns found him. The only other survivor from the wrecked portion of the train was fireman Mayfield, who jumped from the locomotive cab on to firm ground at the far side of the bridge just as the engine fell backward into the water.

The *World's Fair Flyer* (MP train No. 11) had been cleared, by special arrangement, to travel over the Denver & Rio Grande's tracks from Denver to Pueblo, and had left the Colorado capital at 5:00 p.m. on Aug. 7. It ran through sharp showers between there and Colo-



After the floodwaters from the cloudburst had disappeared, a big crane was brought to the scene to grapple in deep mud for remains of the locomotive, not visible in the stream bed in the above photo.

rado Springs, but by the time it reached Eden, eight miles above Pueblo, the fitful rain had stopped. A mile beyond Eden, in a draw known as Steele's Hollow, lay Dry Creek. The name was appropriate most of the year; usually there was not a drop of water in it. Spring runoffs of melting snow, however, and periodic flash floods of other years had carved a streambed 15 feet deep and 50 feet wide through the gravelly plain, which tilted downward from the high mountain in a southeasterly direction.

At Steele's Hollow a three-span wooden bridge, 96 feet long and 20 feet high, carried the D&RG track over Dry Creek. The bridge was only two years old, for in 1902 an earlier flash flood had washed out its predecessor. A thousand feet upstream, the creek was spanned by a less substantial wagon bridge.

Two trains had crossed Dry Creek on Sunday not long before No. 11 came along. Rain had been falling intermittently most of the day, and because some of the showers had been severe downpours, train crews and track gangs had received special orders to be on guard against washouts. Neither of the trains that preceded the doomed *Flyer* had reported trouble, however, and there seems to have been no way in which Engineer Hinman could have been forewarned, except by his own discretion, not to cross Dry Creek at eight o'clock that evening. The cloudburst that sent a wall of water plunging down the creek bed, with a volume estimated at 4,000 cubic feet a second, happened within thirty minutes before the *Flyer* reached Steele's Hollow.

But it was not the impact of water alone that

destroyed the railroad bridge. By tragic timing, the flood carried away the wagon bridge upstream and hurled it against the trestle just as the passenger train was crossing it. This abrupt increase in the striking force knocked the piers out from under the track, dropping the engine and forward cars into the torrent.

Fireman Mayfield, though scarcely coherent when rescuers reached him, told of having stared apprehensively ahead as the locomotive crawled across the bridge. The headlight's beam didn't reveal anything wrong with the track, he said, but it clearly showed how close the raging water was to the rails, and observers wondered afterward how Engineer Hinman dared take a chance on crossing the bridge under such forbidding circumstances.

No. 11's locomotive was nosing on to solid ground when Mayfield said he felt the bridge giving way beneath them. He yelled to Hinman to jump, but the engineer seemed paralyzed with fright. Mayfield did jump, and miraculously escaped falling into the water. The engine slumped backward and fell off to the right as it sank from sight, along with the four following cars.

The coroner's jury that investigated this disaster found no individual to blame. It did not even question the engineer's judgment. It did, however, censure the D&RG for not having anticipated that the wagon bridge might someday be swept against the railroad bridge by a flash flood, and for not having strengthened it against that eventuality. In retrospect, it also felt that the railroad should have built a single-span bridge,

preferably of masonry, over Dry Creek. Finally, it declared that the railroad should have had more thorough track inspection, though obviously no track inspector could have warned of a potential washout at Dry Creek unless he had been sitting on the bank for a half hour before the *World's Fair Flyer* arrived.

fifty years ago

From the June 1926 issue of THE TRAIN DISPATCHER: President Luhrs announced plans for the formation of an association of chief executives of some 21 rail labor organizations, which later became the RLEA of today...He also told of the passage of the then new Railway Labor Act, signed into law by President Coolidge; the Act abolished the former Railway Labor Board...This action left many labor organizations with no place to appeal their unresolved disputes for a period of eight years, or until the Railway Labor Act was amended in 1934 to provide for the present National Railway Adjustment Board...When the old Railroad Labor Board went out of existence, it left undecided 30 train dispatcher disputes which were remanded to the various properties; it was a way of sweeping the dirt under the rug, so to speak...Labor News from Europe tells how Mussolini's Fascist government "busted" all the Italian Labor Unions...An article by R. C. Moore, Secretary of the Illinois Teachers Association, says he viewed that (1926) era as an age of "lawbreakers"...The issue carried a quarter-page ad from the M&StL Railroad...The SP (Pac.) acquired the NC&O and OC&E Railroads and the ACL was reported getting ready to buy the CB&A at a sale...There was news from the local assemblies and the N.L.A. Chapters at Sioux City, Seattle, Spokane and Whitefish...A Union of Chinamen was reported formed in Shanghai with 20 cents a month dues, and plans to reduce the workday of children from 12 to 8 hours...Sample of 1926 humor: "What is this sex they're always talking about in the papers, Mrs. Clancy?" "I don't know, Mrs. McFee, but it must be expensive or they wouldn't be talkin' about it."

twenty-five years ago

From the June 1951 issue of THE TRAIN DISPATCHER: Ruben Levin's *Washington Reporter* column asserted that the Kefauver Committee, at hearings in Detroit and New York City, exposed the fact that supposedly respectable corporations handed out contracts as a "blind" for their work in recruiting gorillas to beat up unionists during labor strikes. Some automobile companies and a big copper mining corporation were revealed to be among the firms engaged in such activities...Another Washington labor reporter, Alfred M. Green, calls attention to the injury done to labor by illegal entry into the

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country of Mexican "wetbacks," who work at substandard wages, and add to the U.S. unemployment problem. According to Green, these unfortunate people work only about 90 days per year on the average, and their families suffer extreme poverty. . . . An article illustrated with many photos describes the Third Banquet of the Philadelphia Terminal Division of the A.T.D.A. There were more than a hundred members and guests in attendance. Bro. J. T. O'Reilly, Chairman, was master of ceremonies. Present also were National Officers: O. H. Braese, C. S. Matthews, J. B. Springer, R. C. Coutts, and J. R. Garber. . . . Noted in another article was the Oregon Morse Telegraph banquet. Among those present was the late E. T. Mulquin, long-time A.T.D.A. member. . . . Retired Bro. and Honorary President Clifton Darling was according to an item in this issue, elected president of the Clearwater Federation of Civic Clubs of Clearwater, Fla. . . . The federation was comprised of fifteen different clubs in that southern city. . . . Sample of 1951 humor: "A sensible looking girl is really not as sensible as she actually looks, because a sensible girl has a whole lot more sense than to look sensible."

the old timers

The Retired Train Dispatchers Club Of St. Petersburg, Fla.

The Retired Train Dispatchers Club met on Thursday, April 1, for our regular monthly meeting. The group was small because of illness and other activities.

President Phil Hawthorne conducted a short business session following the Invocation. The usual monthly reports were read and accepted as given. A note of thanks was read from Merle Miller for the memorial given to St. Giles Church in honor of our departed member Al Miller.

Mr. Hawthorne displayed some very attractive wood plaques with pictures of steam engines of a bygone era decorating the plaques. One was an engine of the year 1876; another of the year 1880. They are lovely plaques and most interesting.

The May meeting was discussed and inasmuch as the Secretary and perhaps President and Mrs. Hawthorne will be out of town, it was decided it would be best to postpone the next monthly meeting until the fall season.

However, plans for a summer picnic were made, time and place to be decided later. It will probably be in the New Port Richey area as some of our most faithful members drive down from there each month to attend our meeting. We greatly appreciate the long drive they make each month to be with us.

We had our usual time of good fellowship; after our long years of meeting together, we

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are like a family group.

With best wishes to everyone for a very joyous Easter Season and a safe and happy summer, we saluted the flag and were dismissed. We will meet at our summer picnic, to which we look forward with much pleasure.

Lillian V. Fehl, Secretary

25 Year Honor Members

In recognition of their 25 Year's Continuous Membership in the A.T.D.A., the following members have been awarded the special 25-Year Emblem:

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D. W. Steinhoff	BN
B. J. Goodrich	IT
R. H. Nelson	BN
C. C. Powell Jr.	PRR
J. W. Pritchard	SCL
W. R. Sabin	PRR

letters

Bro. Collins:

Rules For Train Dispatchers

156. "They will be held responsible in the absence of the Division Operator, for the proper department and discipline of the Telegraph Operators."

PRR Book of Rules
Sept. 1, 1882

It is most interesting upon reading the old rule books to note the important part that a train dispatcher played in the running of a railroad. Here is a supreme example in the above rule which also was in the 1889 rule book. The train dispatcher imposed discipline in the absence of the Division Operator or "Chief Dispatcher." Not too many years ago our word was law and no one questioned its authority! Moreover the decision of the train dispatcher was final. If he felt that a certain train should have priority it was given it; if he felt that there would be serious delay to trains as a result of track work, or other interference it was postponed.

We are still the representative of the Division Superintendent and in many cases there are only seconds in which we can make an important decision. Unfortunately, today we have much "outside help" in making those decisions, or worse yet we are completely overruled and receive instructions from MW people, officials or others who are not viewing the situation as we are.

One thing is certain, if we are going to continue to show our superiors that we are still a

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special class of people, our knowledge of rules, safety, timetable special instructions, and other governing material must be upon our minds at all times. It is only that if we are right and others are not so right, we will be recognized as the authoritative people we are.

*E. S. McKeown (Dispatcher, Conrail)
Route 3, Box 96
Duncannon, Pa. 17020*

Bro. Collins:

Please find enclosed my check for \$5.00 for my dues as a retired Train Dispatcher which I am very proud of and thanks a million for my 25-year pin which I wear very proudly. When you first start, 25 years seems to be an awful long time but it goes by much faster than you can imagine. I am enjoying it very much though and it's really nice to be able to receive a nice check each month. Thanks again for the nice pin.

*C. E. Ferguson (SP, Retired)
233 Macario Ct. 4
Roseville, Calif. 95678*

Bro. Collins:

Well, at the age of 72 and after being retired seven years I have gone back to work.

On April 6th I ran unopposed for Mayor of Newburg, Mo., and received 209 votes out of a possible 225 being elected with a mandate from my friends to clean up the city.

Newburg is a division point on the Frisco Railroad with a population of 900 and is growing every year. Most of the growth consists of people moving out of the larger cities and retiring where taxes and living expenses can be met with their pensions. It is a fine little city made up of some of the finest people in the whole world.

Best Personal "73's."

*Willard K. Baker (Alaska RR, Retired)
P. O. Box No. 2
Newburg, Mo. 65550*

Bro. Collins:

Please accept my belated thanks for your letter of Jan. 29 enclosing complimentary card, pin and the refund, all of which were greatly appreciated.

I am now in my 84th year of life and my 18th year of retirement and, so far, my health has been excellent, and I'm enjoying every minute of it.

I do miss some of the turmoil at times, but I'll leave that for the younger people.

With best wishes to all of you good people at General Headquarters.

*Clyde L. Cox (FEC, Retired)
P.O. Box 30
Spartanburg, S.C. 29304*

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retirements of members

H. E. Vant BN

Retired on Sept. 1, 1975: Harold E. Vant of the Lincoln, Neb., office, Burlington Northern Railroad, after a railroad career of 39 years, of which 32 years have been as a train dispatcher.



Bro. Vant was born at Milford, Neb., on Sept. 7, 1913. His first railroad employment was as a station helper on the Lincoln Division of the CB&Q in 1936. He became an operator in 1937, and was promoted to train dispatcher in 1943. He worked at dispatchers' assignments in the Lincoln office, and worked intermittently as

Assistant Chief for 10 years, choosing to return to a trick job in 1955 for a first trick assignment because of the more desirable hours. He worked eight memorable months during World War II in the Sheridan, Wyo., dispatchers office.

Fellow workers in the Lincoln office hosted a retirement coffee on his last day of work and presented him with a Stereo Tuner Amplifier as a gift. The following evening his two sons and daughter honored him and his wife at a retirement dinner party with many fellow workers and friends present.

Bro. Vant comes from several generations of railroaders. His grandfather began working for the CB&Q in the 1890's, his father in 1904, and his younger son is now employed part time while attending college.

Harold and his wife, Lucille, will continue to live at 2542 S. 33rd St. Lincoln, Neb. 68506, and have in mind plans for extensive travel.

Bro. Vant was a jazz musician before his employment with the railroad. Ten years ago he returned to music via the Barbershop Singing route, and has become deeply involved in it. He coaches and sings with the Lincoln Continental Chorus, coaches and sings with his own quartet and is presently taking college courses with the expectation of becoming a judge in the SPEBSQSA Organization.

He has been an A.T.D.A. member continuously since Aug. 30, 1943, and was awarded the 25-year membership Honor Emblem in 1968.

Zsa Zsa Gabor believes she is known by the company she keeps. In her last divorce she kept her husband's company.

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Federally Sponsored Plan May Heal Split in Nevada Rail City

The city of Elko, Nev., has a unique railroad problem. Located on the main lines of two east-west railroads, the city's central business district is cut in two by its rail lines. The 9,500-population city has 17 track crossings in an eight-block area.

Lengthy transcontinental freight trains lumber through Elko about twice every hour. Traffic is hopelessly snarled, and entire neighborhoods become completely isolated. Authorities say an average of two lives are lost each year at the crossings, including motorists who try to make a last-minute dash across the tracks to avoid the wait—and don't make it.

Occasionally a certain combination of rail traffic patterns makes it impossible for cars or pedestrians to cross anywhere in town for periods up to three hours.

But residents believe Elko's railroad woes may be easing with the implementation of an experimental, federally-funded bypass program that eventually may be used to solve similar problems in hundreds of American cities that grew up along railroad lines.

Under a federal demonstration project, a 5.6-mile consolidated track corridor will be laid through downtown Elko to solve the traffic problems and provide more efficient rail service.

The Federal Highway Administration has approved a new alternate route for the corridor, which will replace the central city sections of both the three-track Western Pacific line and the two-track Southern Pacific line. The five tracks will become two along the new consolidated stretch.

Senate and House versions of the Federal Highway Act of 1975, currently under joint conference consideration, both include \$16 million for Elko's Project Lifesaver. The federal government will share 95 per cent of the cost, with the city, state and railroads sharing the rest.

Ira Rackley, a consulting engineer working on the project, says construction may start within a year, with all phases of construction to be completed in about five years.

After almost two years of city-financed planning work, Elko is the first of four demonstration sites in the country to have a final environmental statement and route approved, Rackley said.

Some 185 U.S. cities have formally notified the federal government that they are interested in similar railroad bypass projects in their downtown sections.

But Congress has decided that it will not provide funds for more projects until the demonstration projects are completed, Rackley said, adding that municipal officials across the country are watching what happens in Elko. □

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N.L.A. Financial Report

(For Information Only)

This report covers the period from March 1, 1975, through February 29, 1976.

Checking Account Balance	
March 1, 1975	\$ 95.76
Savings Account Balance	
March 1, 1975	765.85
TOTAL MARCH 1, 1975	\$861.11

INCOME:

From Dues Payments:	\$244.00
Interest From Savings Account	35.41
Registration Fees (22nd General Assembly of the A.T.D.A.—Oct. 1975)	426.00
TOTAL INCOME:	\$705.41

EXPENSES:

Bus Tour (Convention)	\$ 229.50
Bus Driver Gratuity (Convention)	5.00
Officers' Salaries and Stenographer (Convention)	170.00
Fashion Show and Pianist (Convention)	225.00
Door Prizes and Wrappings (Convention)	22.75
Gifts for A.T.D.A. Office Girls for their assistance (Convention)	10.73
Annual Donation to the American Heart Association (Feb. 1976)	10.00
TOTAL EXPENSES:	\$ 672.98

RECAP:

Checking Account and Savings Account March 1, 1975	\$ 861.11
Income from Dues Payments, Interest and Registration Fees	+705.41
	\$1,566.52
LESS EXPENSES:	— 672.98
BALANCE	
FEB. 29, 1976:	\$ 893.54
Checking Account Balance February 29, 1976	\$ 52.00

Savings Account Balance

February 29, 1976	841.54
TOTAL:	\$ 893.54

We have 88 Membership Pins on hand; cost at time of purchase 70 cents each.

Mary Ann Collins
Secretary-Treasurer

N. L. A. Notes

By JoAnn Erickson

In the April-May issue I mentioned that our 6th grade daughter's class had a study on the heart and what causes heart attacks. If we would talk with a Doctor about the heart he might use terms we may not understand. Some heart terms the Doctor may use are:

Angina Pectoris: The pain that develops when the heart muscle receives an insufficient blood supply for its needs; initially occurring in the chest, the pain may radiate to the left arm and shoulder. Commonly occurs when the arteries supplying the heart muscle (coronaries) are narrowed by atherosclerosis.

Angiocardiology: X-ray examination of the heart and great blood vessels by study of a radiopaque fluid which has been injected into the blood stream.

Anticoagulants: Drugs which delay clotting of the blood. When a blood vessel is plugged up by a clot, they tend to prevent new clots from forming, or the existing clots from enlarging; they do not dissolve an existing clot. Examples are heparin and the coumarin derivatives.

Aorta: The main trunk artery which receives blood from the left ventricle of the heart and starts its distribution throughout the body. It arches up over the heart like a cane handle, and passes down through the chest and abdomen in front of the spine. It gives off branching arteries which conduct blood to all parts of the body.

Arrhythmia: An abnormal rhythm of the heart-beat.

Arteriosclerosis: Commonly called hardening of the arteries. This is a generic term which includes those conditions which cause the artery walls to become thick and narrow and lose their elasticity.

Cholesterol: A fat-like substance found in animal tissue. In blood test the normal level for young, healthy Americans is between 180 and 230 milligrams per 100cc. Higher levels are associated with increasing age and risk of coronary atherosclerosis.

Collateral Circulation: Maintenance of the circulation through nearby smaller vessels when a main vessel has been blocked.

Coronary Atherosclerosis: An irregular thickening of the inner layer of the walls of the arteries which conduct blood to the heart muscle. The internal channel of these arteries (the coronaries) becomes narrowed, and the blood supply to the heart muscle is reduced.

Coronary Occlusion: An obstruction (generally a blood clot), in a branch of one of the coronary arteries, which hinders the flow of blood to some part of the heart muscle. This part of the heart muscle then fails to function properly because of lack of blood supply. Sometimes called a "coronary," or simply a heart attack.

Coronary Thrombosis: Formation of a clot in a branch of one of the coronary arteries which conduct blood to the heart muscle. A form of coronary occlusion.

Diuretic: A medicine which promotes the excretion of urine.

Electrocardiogram: Often referred to as EKG or ECG. A graphic record of the electric currents produced by the heart.

Embolus: A blood clot (or other substance such as air, fat, tumor), which is carried in the blood stream from a larger to a smaller blood vessel where it becomes an obstruction to circulation.

Hypertension: Commonly called high blood pressure. A persistent elevation of blood pressure above the normal range, which may eventually lead to increased heart size and kidney damage.

Myocardial Infarction: Damage or death of an area of the heart muscle (myocardium) resulting from a reduction in the blood supply reaching that area.

Polyunsaturated Fat: A fat so constituted chemically that it is capable of absorbing additional hydrogen. These fats are usually liquid oils of vegetable origin, such as corn oil or safflower oil. A diet with a high polyunsaturated fat content tends to lower the amount of cholesterol in the blood. These fats are recommended as partial substitutes for saturated fat in a diet to lessen the rate of accumulation of fatty deposits in the arteries.

Saturated Fat: A fat so constituted chemically that it is not capable of absorbing any more hydrogen. These are usually the solid fats of animal origin such as the fats in milk, butter, meat, etc. A diet high in saturated fat content tends to increase the amount of cholesterol in the blood. These fats are restricted in the diet to lessen the deposition of fatty particles in the blood vessels.

Thrombus: A blood clot which forms inside a blood vessel or cavity of the heart. □

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consumer affairs

Warranty Facts Before You Buy

By Virginia Knauer

*Special Assistant to the President and Director
Office of Consumer Affairs Department of Health,
Education and Welfare*

Is this product "guaranteed"?

If it doesn't work, will the company repair it?

How long is the product under warranty?

These are the kinds of questions you have probably asked yourself — and a salesman — every time you have shopped for a consumer product. But, like most consumers, you probably didn't get the answers to these questions until after you bought the product and actually read the warranty (if you could understand it.)

As a result of new regulations issued by the Federal Trade Commission (FTC), this situation will be changing. Within 2 years' time, stores will have to make available to all shoppers the copies of the warranties of products it sells — so you and other consumers can read and compare warranties before you buy.

To insure that consumers know the terms of the warranty before they buy the product — and not after they get home — FTC will require stores to give consumers the opportunity to read and compare warranties in the store. Effective Jan. 1, 1977, FTC's new regulation will require stores to use one of four ways to make warranties available to prospective buyers:

1. By displaying the warranty text near the product.
2. By maintaining a binder containing the warranties for different competing products. These binders can either be displayed in the store or the store can post signs telling consumers that binders of warranties are available upon request.
3. By displaying a package with the warranty text.
4. By displaying a sign containing the warranty text.

The regulation also covers catalog, mail order and door-to-door sales.

Under the rule, sellers must disclose next to the description of the warranted product either the full text of the warranty or a statement that the written warranty can be obtained free upon request and the address to write to get the warranty.

For door-to-door sales, the regulation requires that consumers be told prior to the sale that the salesman has copies of the warranties and that these can be inspected at any time during the sales presentation.

This FTC regulation is only one of several that FTC has issued or proposed concerning warranties. I shall be telling you more in future

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columns. However, if you would like more complete information on this regulation or more general facts on warranties, you may want to contact the Office of Public Information, Federal Trade Commission, Washington, D.C. 20580, or call 202-523-3830.

Postal Service Loses Remains of Body Destined Arlington Cemetery

Much has been said and written about the inefficiency of the U.S. Postal Service in recent times. The ultimate in inefficient mail handling seems to have happened when the Postal Service, by admission of its own officials, lost an urn containing the cremated remains of a retired naval officer who died on Jan. 10, at St. Petersburg, Fla. Following the terms of his will, the family of Bertram E. Williams had his body cremated and arranged for the ashes to be shipped to the Arlington National Cemetery near Washington, D.C., for burial. According to a stepson of the dead man, the crematorium forwarded the ashes in an urn, which had been placed in a mailing package.

Raymond J. Costanzo, superintendent of Arlington National Cemetery, said on March 25 that the package, about six by eight inches in size, was damaged when it arrived, and the urn was not in it. Costanzo said that urns containing cremated remains are frequently sent by mail to the National Cemetery, but that this is the first one ever to be lost in nearly 30 years.

According to the stepson, the family will receive \$15 insurance on the parcel, which was neither registered nor certified. Disclosure of the lost urn comes amid rising concern over damage to parcels sent through the mails, and loss of some of their contents.

A congressman who has studied the Postal Service's new billion-dollar system for handling parcels, has said that it constitutes "a management blunder of the first magnitude." Chairman Charles H. Wilson (Calif.) of the House postal facilities subcommittee told postal officials that the system "will cost the American public millions of dollars while lowering the quality of mail service."

Postal officials disagreed, saying the agency will solve its problem of parcel damage caused by the new sorting machines.

Million-Mile Taxi

One million miles. That's the goal of taxi driver Robert Bender, 73, of Madison, Wis. Bender, who wears a blue chauffeur's uniform while on duty, already has more than 850,000 miles on his 1956 Cadillac limousine. He bought the car for \$1,500 and, other than a new transmission and a paint job, has had to make only a few minor repairs.

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the doctors say

By Laurence E. Lamb M.D.

A reader writes, expressing concern about his cholesterol level. He visited one doctor, Dr. A, who found his cholesterol too high, and advised my correspondent to be careful of his milk, meat and egg intake. Later he visited another physician, Dr. B, who told him his cholesterol had leveled off. Now he asks if eating these products (meat, milk and eggs) will cause the condition to come back. Dr. A found a high blood pressure condition and doesn't believe in a salt free diet. Dr. B. advised him to watch his salt intake. Dr. B also found the patient to have diabetes and asks if this means he can never eat sweets. My reply follows:

Medicine is not an exact science. The body is not a precise machine and varies from time to time. The combination of these often results in different medical opinions. The cholesterol level tends to fluctuate, particularly in some people.

During the time a person is losing weight, cholesterol may fall sharply. As soon as the weight is stabilized even at a lower level the cholesterol may then rise again. I can readily see where you might have gone to Dr. A when your cholesterol was high and when you visited Dr. B, if you have been restricting your diet and were in the process of losing weight, that your level might be low. If that were true and that were the cause, certainly if you abandoned your dietary program, you'd have a good likelihood of again having a high cholesterol level.

The way to keep the cholesterol level down is to lose weight, change your diet to avoid high-cholesterol, high-fat foods and persist in a diet that avoids these foods thereafter. If you return to your previous habits that were associated with a high cholesterol level, the likelihood is the high cholesterol will return too.

Doctors used to be very big on limiting salt in people who had high blood pressure. Because new medicines are available that help to eliminate sodium, not all doctors are as strict about limiting salt as they used to be. I still think it's a good idea to limit salt if you have a tendency toward high blood pressure. All doctors agree in limiting salt if the patient has swelling, heart failure or other manifestations of accumulating fluid.

Your doctor obviously thinks you have a very mild form of diabetes, and that is why he is trying to control it with diet. If you cooperate, he will probably be successful. If the problem is being overweight, once your weight is adequately reduced you might be able to eat some sweets part of the time. The big problem with sweets for a person with even mild diabetes is that they contain a lot of calories. That makes it difficult to control obesity. They are also rapidly absorbed into the blood stream and make it a little more difficult to control the diabetic.

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This does not mean that a diabetic should not have carbohydrates but rather that large amounts of concentrated sweets should be avoided because of their calorie intake and, in the diabetic who is taking insulin, the difficulty this creates in smoothing out the blood sugar level throughout the 24-hour period.

Medicare Help Available For Kidney-Ailment Sufferers

People who suffer from permanent kidney disease, regardless of their age, are reminded of a provision in the Medicare law which provides protection for them, even though they are under age 65. Today, about 23,000 persons with that medical condition throughout the country are receiving live-saving services under Medicare.

There may be numerous others suffering from kidney failure who are eligible for Medicare protection, but are not aware of it. The Department of H.E.W. is asking our cooperation in seeking these people out so they may avail themselves of this protection.

The explanatory pamphlet titled *Medicare for People Under 65 With Permanent Kidney Failure* may be secured from your nearest Social Security Office. Readers knowing of persons who might be interested in availing themselves of this assistance are urged to tell them of this booklet.

Railroads Sued Over Crossing Sign Order

The state of Illinois has filed suit in three counties against 14 railroads for failure to comply with an Illinois Commerce Commission order to equip railroad crossing signs with light-reflecting material.

The attorney general's office said the railroads had been given 2½ years to comply with an Aug. 22, 1973, order to install the signs, known as crossbucks, at every grade crossing in Illinois.

Peter Fasseas, Assistant attorney general, said if the court agrees the railroads were violating the Public Utilities Act, the lines could be fined from \$500 to \$2,000 for every day they fail to comply with the order.

He estimated that 10,217 signs had not been installed throughout the state.

Named in Circuit Court suits filed in Cook, St. Clair and Peoria counties are Baltimore and Ohio Railroad Co.; Chicago and North Western Transportation Co.; Chicago, Rock Island and Pacific Railroad; Davenport, Rock Island and North Western Railway Co.; Penn Central Transportation Co. (debtor); Peoria and Eastern Railway Co.; Illinois Central Gulf Railroad; Chicago and Eastern Illinois Railroad; Illinois Terminal Railroad; Missouri Pacific Railroad Co.; Louisville and Nashville Railroad; Missouri Illinois Railroad Co., and Peoria and Pekin Union Railway Co. □

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obituaries

It is with sincere sorrow that the Association records the death of these members, a significant part of whose lives have been spent in support of our mutual ideals and purposes. We extend our sympathy to the bereaved families.

SELDON H. VENTERS, 63, of Ashland, Ky., on March 25, 1976. Death was attributed to acute myocardial infarction. He had retired on disability from the Ashland office, Chesapeake & Ohio Railroad on Dec. 20, 1972, after a railroad career of 43 years, of which 26 years were as a train dispatcher. He was familiarly known by his friends and fellow workers as "Shade" Venters.



Bro. Venters was born at Regina, Ky., on June 13, 1912. His first employment in railroad service was as a telegrapher with the C&O at Shelby, Ky., on Nov. 29, 1929. He was promoted to train dispatcher on July 15, 1946.

He had been an A.T.D.A. member continuously since May 17, 1950, and was awarded the

25-year membership Honor Emblem in 1975. He was also a member of the Unity Baptist Church of Ashland, Poage Lodge 325 F&AM, and the Retired Veterans Association.

Bro. Venters was from a genuine railroad family. His late father, Monroe Venters, was an agent for the C&O for many years. Also preceding him in death were six brothers, all of whom were employed by the C&O: William Silas, John Ellis, James Harrison, Ernest Joel, Adam Ray and Bernie Elfonso.

Surviving are his widow, Mrs. Madge Holbrook Venters of 2854 Court St., Ashland, Ky. 41101; one brother, Lon M. Venters, a retired engineer of Ashland, Ky.; two sisters, Ola Goff of Pikeville, Ky., and Myrtle Johnson of Mouthcard, Ky.

JAMES F. BRADLEY, 73, of Philadelphia, Pa., in March 1976. He retired on July 14, 1967, from the Camden, N.J., office, Pennsylvania-Reading Seashore Lines, after a railroad career of 49 years, including 16 years as a movement director.

Bro. Bradley was born at Philadelphia on July 14, 1902. His first railroad employment was as a yard clerk with the PRR on Aug. 9, 1918. He

later worked as office clerk, relief movement director and power clerk. Following the unification of the PRR and West Jersey & Seashore Railroad in 1933-1934, Bro. Bradley elected to go with the newly formed PRSSL and on Feb. 27, 1942, was appointed passenger movement director. Following that, he was plagued with ill health, which frequently forced him to return to clerical work, the last time being in 1961, after which he worked as a car distributor until his retirement.

He was an A.T.D.A. member continuously from Oct. 3, 1945, and was awarded the 25-year membership Honor Emblem in 1970.

We regret that we do not have information regarding his survivors.

DUDLEY L. LaGUIRE, 74, of Owosso, Mich., on Feb. 24, 1976. He retired on Dec. 31, 1966, from the Owosso office, Ann Arbor Railroad, after 46 years in railroad work including 22 years as a train dispatcher.



Bro. LaGuire was born on Dec. 10, 1901. His first employment in railroad service was as operator on the Manistee & Northeastern Railroad in 1920. For the next five years he alternated between the M&NE and AA. Finally, starting in 1925, he stayed with the Ann Arbor, and was promoted to dispatcher on that road in

1944.

He first joined the A.T.D.A. in June 1938, and maintained continuous membership from 1946. He qualified for the 25-year membership Honor Emblem in 1971.

Surviving is his widow, Mrs. Edna LaGuire of 813 Wiltshire Drive, Owosso, Mich. 48867. We are sorry that we have no information on other survivors.

SCOTT C. IDE, 89, of Hamburg, N.Y., on March 14, 1976. He retired from the Buffalo, N.Y., office, New York Central System, on Oct. 1, 1953, after a railroad career of 51 years, including 31 years as a train dispatcher.

Bro. Ide was born on March 18, 1887. His first employment in railroad service was as a telegrapher on the Erie Railroad in 1902. After several years with that carrier, he joined the Pennsylvania Railroad in the same capacity, and was promoted to train dispatcher. In 1917, he transferred to the NYC and was assigned as a

telegrapher in the "BO" relay office in Buffalo. In 1922 he was promoted to dispatcher on the Buffalo Division and continued in the Buffalo office from that time until his retirement.

Bro. Ide first joined the A.T.D.A. on June 5, 1924. He was also a member of St. Johns United Church of Christ of Eden; Hiram Lodge No. 105 F&AM for 60 years; a life member of Corning Consistory Ismalia Shrine, Penn Central Lines Square Club; Honorary Member of Police and Fire Square Club; Railroad Shrine Club; and South Buffalo Retired Men's Club.

He is survived by his widow, Mrs. Rosa Kuhn Ide of 6974 Gowanda State Highway, Hamburg, N.Y. 14075; one daughter, Mrs. Betty Welshan of Hamburg; one son, Scott C. Ide Jr., of Williamsville, N.Y.; six grandchildren and four great-grandchildren.

DONALD F. THURLOW, 71, of Cherry Valley, Calif., on Oct. 27, 1975. He retired on Sept. 17, 1969, from the Los Angeles, Calif., office, Southern Pacific Lines, after a railroad career of 32 years, of which 24 were as a dispatcher.



Bro. Thurlow was born at Madison, S.D., on Feb. 11, 1904. His first railroad employment was as a telegrapher on the Madison Division, C&NW Railroad in July 1937, spending much of the next eight years as an operator in the dispatcher's office at Adams, Wis. In March 1945, he was hired as a dispatcher by the SP,

and worked for the next five years in the Mexican, Mexico, office of the Inter-California Railroad, a subsidiary of the SP. On this assignment it was necessary to dispatch trains by telegraph in both Spanish and English, handling trains on both sides of the Mexican-American border. In November 1950, he transferred to the SP's Los Angeles office, where he held an Assistant Chief's assignment at the time of his retirement.

He first joined the A.T.D.A. in August 1945. He was also a member of the Cherry Valley Chapter 90 of the American Association of Retired Persons; and Masonic Lodge 412 F&AM, Calexico, Calif.

Surviving are his widow, Mrs. Gladys Thurlow of Winterhaven Home, 40278 Lincoln Ave., Beaumont, Calif. 92223; two sisters and three brothers.

ANDREW J. LUSK, 50, of Ashland, Ky., on April 3, 1976. Death was due to a heart attack. He held an assignment in the Ashland office, Chesapeake & Ohio Railroad, with 33 years of total railroad service, including 10 years as a dispatcher.

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Bro. Lusk was born at Pikeville, Ky., on Oct. 15, 1925. His first employment in railroad service was as a telegraph operator on July 28, 1943, and he was promoted to train dispatcher in December 1966.

He had been an A.T.D.A. member continuously since Aug. 6, 1968.

He is survived by his widow, Mrs. Mary M. Lusk of 3204 Hackworth St., Ashland, Ky. 41101; one son, Charles Jackson Lusk; three daughters, Betty Kaye Lusk, Connie Lusk; and Mrs. Margaret Clifford; one step daughter, Joan L. Murry; two brothers: two sisters: one half sister; and his stepmother, Mrs. Opal Lusk.

WILLIAM F. BOLAM, 71, of Ottumwa, Iowa, on April 21, 1976. He retired from the Ottumwa, Iowa, office, former Chicago Burlington & Quincy Railroad on Nov. 30, 1968, after a railroad career of 40 years, including 28 years as a train dispatcher.



Bro. Bolam was born at DuBois, Pa., on Aug. 4, 1904. His first employment in railroad service was as a messenger-call boy in 1918, with the Buffalo, Rochester & Pittsburgh RR at DuBois. He later worked as rip-track laborer and bridge painter until he qualified as telegrapher in 1922. He became unemployed

in 1926 when there was widespread force reduction on the BR&P. He secured employment shortly afterward on the PRR, Eastern Division, at New Brighton, Pa. He was again caught in a wave of force-reduction in 1928 and again he found himself without employment.

He left railroading for a time and hired with the AT&T at Pittsburgh as telegraph repeater attendant, continuing there until 1932 when depression-induced force reductions cost hundreds of workers their opportunity for employment. For the next several years, he worked at many jobs, finding employment where he could. He liked hospital work and frequently found employment for brief periods as a hospital orderly, or similar hospital-connected work.

Railroading was in his blood, however, and in 1936, he moved west, working briefly on several railroads, including the Erie, IC, C&NW and UP. He caught on with the CB&Q in February 1941, as operator and was promoted to train dispatcher in December 1941. From June 1947, until retirement he held an assignment as Night Chief. He first joined the A.T.D.A. in August 1942.

He was also a member of St. Mary's Church, served as Wapello County Cancer chairman, and was Assistant State Director of the American

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Association of Retired Persons. He also served on the Wapello County Advisory Committee of the Area Agency on Aging, and was a director of the Animal Rescue League of Iowa in Des Moines, Iowa.

He is survived by his widow, Mrs. Jean Tolman Bolam of 1226 N. Adams St., Ottumwa, Iowa 52501; two sons, Charles Bolam of Walsh, Ill., and Dr. David Bolam of Omaha, Neb.; three daughters, Mrs. Sarah McNeill of Phophets-town, Ill.; Mrs. Anne Simpson at home, and Mrs. Betty Wier of Belleville, Ill.; 18 grandchildren; nine great-grandchildren; three brothers and three sisters.

LONNIE S. HUGHES, 71, of Tulare, Calif., on Aug. 25, 1975. He retired in March 1971, from the Roseville, Calif., office, Southern Pacific Railroad after 41 years of railroading, including 28 years as a train dispatcher.



Bro. Hughes was born at Salina, Kan., on June 8, 1904. His first employment in railroad service was as an operator on the Missouri Pacific at Osawatomie, Kan., in 1921. He went to the SP for a brief period in 1923, then hired back with the MP. In 1927, he left railroading for a time and worked in the oil fields of

Texas and Wyoming, then with Western Union in Salt Lake City, Utah. He again worked for the SP during the years 1928-1931, but due to uncertainties of the railroad business because of the depression, he entered private business in 1932, where he continued until 1939. He returned to railroading in 1940; was with the Santa Fe at Fresno, Calif., until 1942. He again joined the SP in 1943, where he was promoted to train dispatcher and continued with that carrier until his retirement in 1971.

He first joined the A.T.D.A. in September 1943. He was also a member of the Elks Lodge.

He is survived by his widow, Mrs. Anna L. Hughes of 201 W. Gail Ave., Tulare, Calif. 93274, and one sister, Iva Faulkner.

Word has reached us of the following death. Appeals for obituary information have been unavailing and further details are not known to us.

MICHAEL B. O'CONNOR, 70, of Bensenville, Ill., on Nov. 8, 1975. He retired from the CMST&P Railroad in 1969.

Bro. O'Connor was born on Sept. 24, 1905. He had been an associate member of the A.T.D.A. continuously since Oct. 5, 1972.

He is survived by his widow of Bensenville, Ill. 60106, P.O. Box No. 235.

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By H. Williams

Fish Don't Care If Its Mr., Mrs., Ms.

In this time of Women's Lib, there's one place where women have always been equal with men, and that's before a fish.

A fish doesn't care whether it's a Mr., Mrs., Miss or Ms., on the other end of the line. All it reacts to is whether that bit of food, metal, plastic, feathers or hair looks good to eat or at least maddening enough to strike at.

This would seem on the surface to make men and women equal, but it's been my observation from time to time that women are sometimes more equal, as the saying goes. They're better, and that's not idle talk.

If you've ever watched a woman who loves to fish, you'll see that she really loves to fish. She goes at it with everything she has. She talks to the fish. She tries to figure out what will make them bite better. She goes at it with a dedication that would do credit to a religious zealot.

When she gets a fish on, there are often squeals of delight and excitement. It's war between her and the fish. She's going to get it on the bank or in the boat, no question about it.

I think this persistence, this eagerness, this attitude that a fish is going to bite the very next instant, is one of the best fishing lures ever invented.

Perhaps it just seems that some women are this way. Or perhaps it's because fishing has long been pictured as a man's sport—old hat full of flies, stinky clothes and all the rest—that only the most eager women entered the field. If that's the case, over the years we've only seen the best. For some men fish with this intensity too.

Whatever the reason, women can teach this valuable lesson of patience, persistence and eagerness.

And maybe in this era, we will have to do away with the word "fisherman." Should it be "fisherperson" perhaps?

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Another Example of Importance Of Railroad Rules Observance

By Merl B. Grover, Editor Emeritus

At the Twenty-Second General Assembly in October 1975, there was considerable informal discussion among the delegates, in which it was quite generally agreed that many of the present-day new and inexperienced dispatchers are not making a sincere and conscientious effort to comply strictly with the railroad's operating rules. Delegates expressed considerable concern, because such failures often involve a relieving dispatcher, or an Assistant Chief who cannot supervise and audit every moment of the novice's performance. Of even more concern was the often-heard observation that such inattention to the pertinent rules is the inclination of local officers to either subtly condone or openly encourage such disregard of governing rules. This unhealthy state of affairs is underscored by a report of the National Transportation Safety Board dated Feb. 19, 1976, of an accident on the government-owned Alaska Railroad.

Ever since the U.S. railroads have begun installing radio equipment at wayside points, and on moving trains, and especially since they started authorizing the use of radio for the issuance of train orders to trains, as well as dispatchers' instructions to trains, the dispatchers, as a group, have expressed opposition to the practice on the grounds that it was unsafe, unwise and often downright dangerous. The position of these men who direct train movements was borne out by an accident on the Alaska Railroad on July 5, 1975, when a southbound freight train collided with the rear end of Passenger train No. 5 near Hurricane, Alaska.

Extra 1502 South left its initial terminal, Healy, at 12:27 a.m. holding a train order authorizing it to run ahead of No. 5 from Healy to Curry, a distance of 100 miles. However, the rules of the carrier required the extra train to permit the passenger to pass if the extra train was delayed and thus was unable to clear the scheduled time of the passenger train. It was for this reason that the conductor of extra 1502 south decided to allow No. 5 to pass at Colorado station. When the conductor of the extra reported to the train dispatcher from Colorado, the dispatcher informed him by radio that a train order would be transmitted to extra 1502 when it arrived at Hurricane.

Passenger train No. 5 had left Healy on time, at 12:40 p.m., and passed extra 1502 south at Colorado, 61 miles south of Healy. At Colorado, the forward brakeman walked to the rear of the train to deliver a copy of a train order to the flagman, on instructions of the conductor. When the forward brakeman arrived at the rear car, he assisted the flagman to make temporary repairs to the airconditioning system on that car. They then checked a malfunctioning airconditioner on the 10th car, after which they decided it would be a good time for the flagman to eat

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lunch. The flagman then went forward to the diner, which was the sixth car. The forward brakeman remained in the 10th car and continued working on the airconditioner.

As No. 5 approached Hurricane, 15.7 miles south of Colorado, the conductor radioed the engineer to stop the train 2.2 miles south of Hurricane so that passengers could view and photograph Mt. McKinley. None of the other crew members were informed about the planned stop.

The train made a scheduled stop at Hurricane and departed at 3:41 p.m., six minutes late on its schedule. The train then proceeded to the mountain top, 2.2 miles to the south, where it was stopped for about one minute.

Meanwhile, Extra 1502 south passed Hurricane at about 3:43 p.m. and did not stop, although it was required to do so. The conductor reported to the dispatcher via radio that the train was at Hurricane and that he was ready to copy the train order. The engineer heard that exchange between the conductor and the dispatcher, and tried to copy the order along with the conductor, as the train moved southward from Hurricane.

The crew on the extra south first saw No. 5 as the locomotive rounded a one degree curve about 3,000 feet north of the rear of No. 5. The speed of the extra at that time was about 40 mph. The engineer said he applied the brake lightly because he believed he had sufficient distance in which to stop the train. After No. 5 came into view, the forward brakeman of the extra asked the engineer if he could copy the order, but the engineer refused the request. The brakeman then became concerned because by then the locomotive was only about 1,500 feet north of No. 5 and still moving at a considerable speed. The brakeman reached for the emergency valve, but before he could operate it, the engineer himself applied the brakes in emergency. After the engineer applied the emergency brake, he moved the independent brake valve handle forward to full application, and then downward on the release ball; this nullified the emergency application on the locomotive. Extra 1502 south collided with the rear of No. 5 at a speed of about 25 mph, just as No. 5 had begun to move. None of the crew members on the extra south had seen a flagman or a lighted fusee as they came upon the rear of No. 5. Sixty-two persons, including passengers and crewmen, were injured, and one of the passengers died as the result of injuries received in the collision.

The Alaska Railroad is owned by the U.S. Government and is operated by the Federal Railroad Administration. Trains between Healy and Anchorage are operated by timetable and train orders. There is no automatic block system.

Train orders can be issued by the train dispatcher directly to the train crews by radio. Radio rule No. 516 prescribes the manner in which train orders must be transmitted:

"Trains, engines or equipment must be stopped while copying and repeating train orders and clearance. Operating rules will

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apply for the transmission of train orders by radio the same as by telephone."

During the investigation, some train service employes testified that they copied train orders while trains were moving if they considered it safe. There is no requirement that the dispatcher determine whether a train is stopped before he issues a train order.

Alaska RR Rule No. 91 requires that trains in the same direction must keep at least 10 minutes apart except when closing up at stations, and that operators when on duty must space trains with the train order signal.

Rule 99, the almost-universal block rule, provides that when a train is stopped, the flagman must go back immediately with flagman's signals a sufficient distance to insure full protection, placing two torpedoes and, when necessary, a lighted fusee. When moving under circumstances under which it may be overtaken, flagman must drop lighted fusees at proper intervals.

Crew members on passenger trains are permitted to eat meals in the dining car. Carrier, however, has issued no instructions as to when or how this may be done; in other words, no instructions had been issued that the flagman must be relieved by the brakeman when the flagman leaves the rear of the train to go to the diner to eat.

The National Transportation Safety Board, in its report of the accident, concluded as follows:

1. The movement of No. 5 was not protected by flag at Hurricane or at the mountain stop.

2. The railroad had no procedure to assign the flagman's responsibilities to another crew member while the flagman was eating or otherwise absent from his post.

3. The forward brakeman, who knew that the flagman had gone forward to the diner, should have assumed the duties of the flagman.

4. The locomotive crew of Extra 1502 South observed No. 5 in sufficient time to have stopped the extra in time to avoid the collision.

5. If the crews of Extra 1502 and No. 5 had complied with any of the following rules, the accident would have been prevented:

a. Rule 516, which required the train to be stopped while crew members copied train orders.

b. Rule 91, which required the spacing of trains by 10 minutes.

c. Rule 99, which required flag protection for No. 5.

d. The maximum speed, which prohibited Extra 1502 South from being operated faster than 35 mph.

6. The Alaska Railroad had not established procedures to insure compliance with Rule 516.

7. The arrangement of the air brake system on the locomotive of Extra 1502 permitted the engineer inadvertently to release the emergency brake application on the locomotive. □

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I don't know how old I was before I found out that the word "dreckly" was spelled not d-r-e-c-k-l-y but d-i-r-e-c-t-l-y. When my mother was asked to do something for one of us kids she would invariably say she would do it "dreckly." It meant that she couldn't do it right now, but would do it when she could. I guess she would understand the plastic wafer with "round tuft" stamped on it that people pass around to activate procrastinators. I asked a waitress the other day what "dreckly" meant and she laughed and said her mother had used the word, and she too was surprised to learn after she had grown up a ways that it was a way of saying "directly" when a poor mother didn't have a lot of time to waste sounding all syllables.

*Jim Cornstock
In W. Virginia Hillbilly*

Hawaii Leads in Life Expectancy

Life expectancy of residents of Hawaii now leads that of all fifty states, reports the National Center for Health Statistics in Washington, D.C. Hawaii is also the only state in which the average lifetime of males at birth is now greater than 70 years. Averaging the sexes, a baby born now in Hawaii may expect to live 73.6 years. For the whole nation, average lifetime gain during the past 10 years is 0.8 years.

One might think that Hawaiian Islanders are benefitted by the mild Pacific Climate; but consider this: Runners-up in longevity in the United States are Minnesota, Utah, North Dakota and Nebraska. Researchers haven't found out why, but the possibilities are intriguing.

Vogue

Entertainers' Names

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sandhouse snickers

Warming thought: One early spring day, a father took his 3-year-old son for a ride. They had been driving on snow-covered side roads for a while and then came to a cleared highway. "Look, Daddy," exclaimed the youngster, "this road is all covered with summer!"

My daughter Jane and I were about to board a bus one day when I noticed I had the required change for only one of us. I told Jane, who had turned six just two weeks before: "Honey, if the bus driver asks how old you are, tell him you're five."

All went well until we were getting off the bus. Suddenly the driver said: "Little girl, when will you be six?" And my little Jane replied: "When I get off the bus."

Ring of truth: The couple was shopping for wedding bands.

"I don't want too wide or tight a band—it might cut off my circulation," he said.

"It's going to do that anyway," she remarked.

A fond father went to school to see what progress his son was making. In response to his inquiry, the principal said: "Your son will probably go down in history—"

"That's good news," interrupted the proud parent, glowing.

The principal lifted his eyebrows and continued, "But then, of course, he might do better in geography and other subjects."

A fellow who smoked so much became a menthol case.

Another fellow quit smoking to avoid cancer and started chewing toothpicks and came down with elm disease.

A no-nonsense type woman boarded the bus. "Let me off at Broadway," she instructed the driver.

Every block or two thereafter, the woman loudly reminded the driver not to forget to let her off at Broadway. She finally demanded, "How will I know when we get to Broadway?"

"By the smile on my face, lady," sighed the driver.

When two cars collided at a lonely crossroads, both drivers were shaken up. After a while, one said, "It so happens I have a bottle of wine in my trunk. Would you like a little to help calm your nerves?"

The other said it was a good idea and, when the bottle was produced, took a healthy swig. The first driver then corked the bottle and started back to his car.

"Aren't you going to have a little wine, too?" asked the other.

The first driver shook his head. "Not until after the police come," he replied.

A new patient was quite upset when the doctor's nurse led him to a curtained cubicle and told him to undress.

"But I only want the doctor to look at my ingrown toenail!" he protested.

"Our rule is that everyone undresses," curtly answered the nurse as she left him.

"Durn fool rule," grumbled the patient as he complied, "making me undress to look at my toe!"

"That's nothing," came a voice from the next cubicle, "I came in to install another telephone."

A chap visited his psychiatrist to bare his soul about his insecurity about his height. He was very short. The good doctor reminded him that some of the world's greatest men were short; Napoleon, Rooney, Lautrec. The little guy felt completely cured after his good talk and left the office feeling elated and ready to take on the world. On the way home, a pussy cat ate him.

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